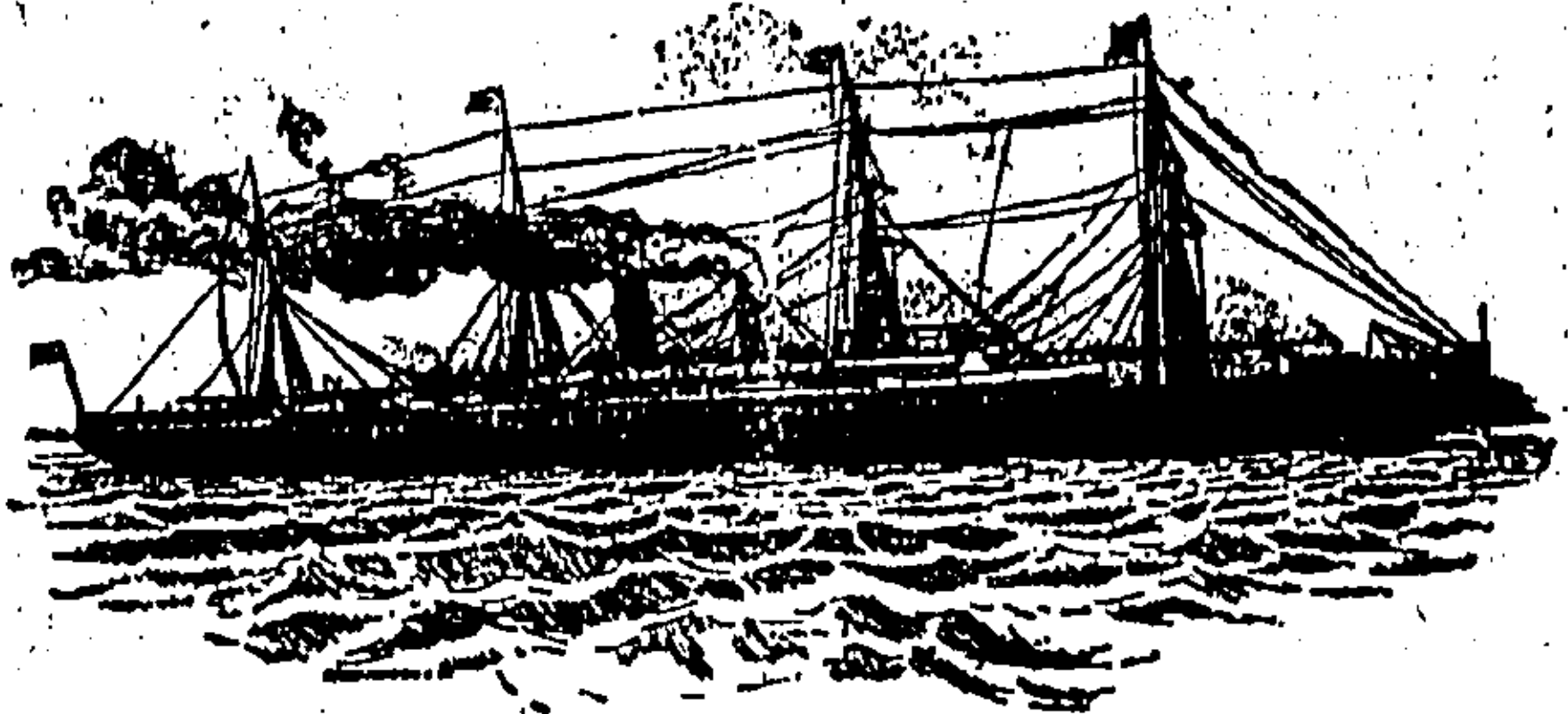






## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	11,276 Gross Tons	FRIDAY, 6th January, 1905, at Noon.
"CORTEO"	4,352 "	FRIDAY, 13th January, at Noon.
"SIBERIA"	11,284 "	TUESDAY, 24th January, at Noon.
"MONGOLIA"	13,639 "	FRIDAY, 3rd February, at Noon.
"CHINA"	5,060 "	FRIDAY, 17th February, at Noon.
"MANOBUA"	13,639 "	TUESDAY, 28th February, at Noon.
"DORIO"	4,754 "	SATURDAY, 11th March, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th and 19th, 1903; 10 days, 15 hours.

THE P. M. Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on FRIDAY, the 6th January, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

## FEATURES OF THIS LINE.

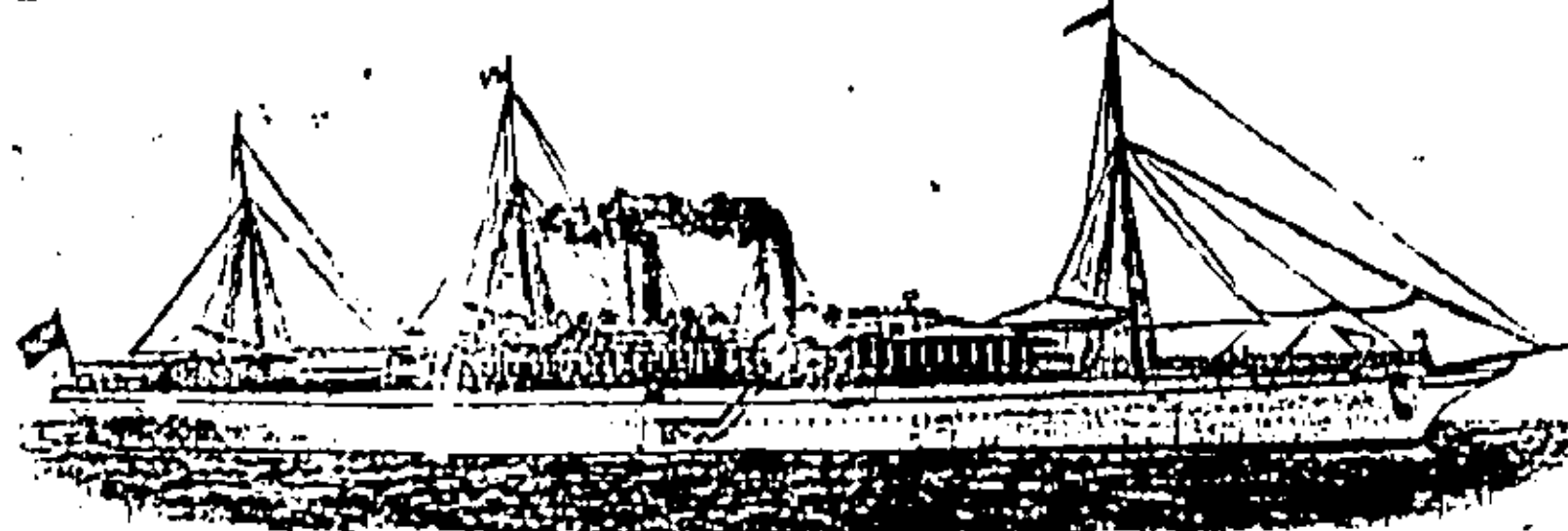
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy outdoors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 27th December, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA, AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.  
"EMPRESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.  
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).  
R.M.S. "EMPRESS OF CHINA" 6,000 Tons..... WEDNESDAY, 11th January, 1905.  
"TARTAR" 4,425 "..... WEDNESDAY, 25th January.  
"EMPRESS OF INDIA" 6,000 "..... WEDNESDAY, 8th February.  
"EMPRESS OF JAPAN" 5,400 "..... WEDNESDAY, 15th March.  
"ATHENIAN" 5,400 "..... WEDNESDAY, 15th March.  
"EMPRESS OF CHINA" 6,000 "..... WEDNESDAY, 29th March.  
Hongkong to London, 1st Class..... via St. Lawrence £60. Via New York £62.  
Steamer, and 1st Class Rail..... £40. £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,  
9, Pedder's Street.

HAMBURG-AMERIKA LINIE.  
OBTARIATISHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: NORTH AND SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARMENIA.....	HAVRE and HAMBURG.	3rd January.
Forst.....	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
C. FERD. LAEISZ.....	HAVRE and HAMBURG.	10th January.
von Hoff.....	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
AMBRIA.....	HAVRE and HAMBURG.	22nd January.
Porcellus.....	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
SITHONIA.....	HAVRE and HAMBURG.	27th January.
Hildebrandt.....	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
ARCADIA.....	HAVRE and HAMBURG.	7th Feb.
Fick.....	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
ANDALUSIA.....	HAVRE and HAMBURG.	21st Feb.
Filler.....	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
SAMBIA.....	HAVRE and HAMBURG.	7th March.
Lining.....	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
RHENANIA.....	HAVRE and HAMBURG.	21st March.
Behrens.....	(Calling at S'PORE, PENANG & COLOMBO).	Freight and Passengers.

For further particulars, apply to

HAMBURG-MERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 29th December, 1904.

## TSIN TING.

## LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 30th July, 1904.

## THE AMERICAN SYSTEM

## DENTISTRY.

M. H. CHAUN, D.D.S.

37, DES VUEX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain H. D. Jones.
"POWAN"	2,338 "	R. D. Thomas.
"FATSHAN"	2,260 "	W. A. Valentine.
"HANKOW"	2,073 "	C. V. Lloyd.
"KINSHAN"	1,993 "	J. J. Lousius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,993 tons	Captain W. E. Clarke.
------------------	------------	-----------------------

Departures from Hongkong to Macao on week days at 2.30 P.M.

Departures on Sundays at 12.30 P.M.

Departures from Macao to Hongkong daily at 8.30 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,119 tons	Captain T. Hamlin.
-----------------	------------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 A.M.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain J. Willox.
"NANNING"	569 "	C. Buchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8.30 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

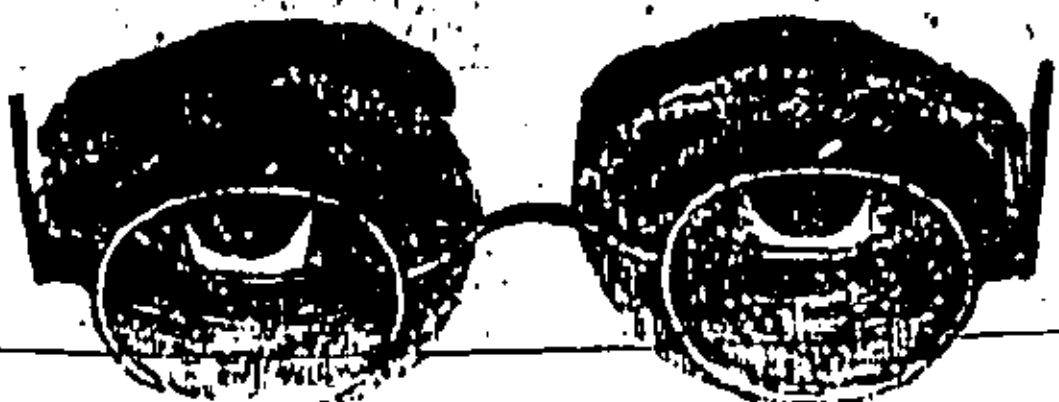
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 29th November, 1904.

## Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS.

10, D'AGUILAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

Hongkong, 1st October, 1904.

A. S. TUXFORD, Manager.

## F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
CHARTERS, NAVAL CONTRACTORS,  
AND GENERAL COMMISSION AGENTS.

16, DES VUEX ROAD CENTRAL,  
HONGKONG.

SOAP AND SODA MANUFACTURERS.

## SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE  
COMPOSITION RED HAIR  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES.

&c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES

Hongkong, 15th December, 1903.

1804

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL

ERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guarantee given to every purchaser.

40, QUEEN'S ROAD,

Watson's Building.

1804

## THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-

GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

1804

## MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

16, HOUSE ROAD.

[S now in a position, in his New and Com-

modious Premises, to eclipse, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICED

in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a speciality.

Hongkong, 22nd September, 1904.

1804

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 614 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 60.5 ft.; bottom 45.8  
ft. (Water on blocks, 26.5 ft. Time  
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams: "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

## D. NOMA, TATTOOER

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

[1248]

## NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice,

to BOOK CARGO AND ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVER-

LAND POINTS IN THE UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEAT-

TLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S. S. Co., BOSTON STEAMSHIP and TOWBOAT Co., OCEAN

S. S. Co. and CHINA MUTUAL S. S. Co. For further Particulars, apply at the Com-

pany's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 20th May, 1904.

[643]

## HOTEL DES INDES.

Nos. 2 & 3, STAMFORD ROAD,

SINGAPORE.

THIS First Class newly opened Hotel has excellent accommodation for FAMILIES, TRAVELLERS and permanent BOARDERS.

CHARGES FROM 4-6 DOLLARS PER DAY.

It is situated in the immediate vicinity of the commercial houses and Esplanade. Spacious Refreshment, Dinner and Billiard Saloons.

E. C. V. N. MARLE,

Proprietor.

H. T. SARRE,

Manager.

Singapore, 4th October, 1904.

[1108]

## Hotels.

## KING EDWARD

HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required)

Electric Passenger Elevator to 6th Floor

Table D'Hotel at Separate Tables

For Terms, &c., apply to the

MANAGER.

Hongkong, 29th October, 1904.

1804

## OCCIDENTAL

HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT,



## Intimation.

# W.M. POWELL, LIMITED.

High-Class Drapers,  
Dressmakers, Milliners,  
and  
House Furnishers,  
ALEXANDRA BUILDINGS,  
Des Vaux Road.

Business Hours—8.30 A.M. to 6 P.M.

## EVERYTHING OF THE LATEST FOR LADIES' AND CHILDREN'S WEAR.

A good Selection of Winter  
Jackets.

Embroidered Robes for evening  
wear.

Lace Wraps.

Facinators and Shawls for even-  
ing wear.

Gloves for evening wear.

Trimmed and Untrimmed Hats.

New Laces.

Soft Satin Ribbons in many  
pretty shades.

Smart Flannel Blouses.

New Grepoline Voles.

Fancy Flannels & Dress Fabrics.

A new Stock of Children's Mil-  
linery.

Our Furnishing Department has  
now a complete Stock of First-  
class Carpets, Rugs, Bedsteads, &c.

GENTLEMEN'S  
DEPARTMENT:  
28, QUEEN'S ROAD,  
OPPOSITE THE CLOCK TOWER.

New Bowler Hats.

Soft Felts and Tweeds.

Panamas.

Pedal Straws.

Boaters.

Motor and Golf Caps.

Winter Waistcoats.

Dress Waistcoats.

Ties and Half-Hose.

Patent Leather Boots.

Oxford and Court Shoes.

Black and Brown Calf and Glace  
Kid Boots in many smart and  
comfortable shapes.

A very fine Stock of well-out  
Overcoats made by one of the  
best London Firms.

Exclusive designs in Neckwear.  
&c., &c., &c.

Wm. POWELL, Ltd.  
HONGKONG.

Hongkong, 29th December, 1904.

## Intimations.

A. S. WATSON & CO., LIMITED.  
Established 1841.  
AERATED WATER MANUFACTURERS.

### NOTICE.

WE beg to notify Customers that from  
1st January, 1905, Separate Accounts  
will be rendered for Aerated Waters.

An inclusive charge will be made for Waters  
and Bottles, and full credit will be allowed for  
empties when returned.

Orders for Aerated Waters should be  
addressed to  
A. S. WATSON & CO., LIMITED,  
Aerated Water Manufactory,  
Des Vaux Road Central.

### PRICE LIST:

\$1.20 per dozen will be allowed for Aerated  
Water Bottles when returned in good condition.  
Per Doz.

Soda Water	\$1.70
Soda Water in Bombay Bottles	1.80
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemon Squash	1.95
Rasperryade	1.95
Stone Ginger Beer	1.95

Hongkong, 28th December, 1904. [1391]

### THE VICTORIA DISPENSARY. NOTICE.

WE beg to notify Customers that from  
1st January, 1905, Separate Accounts  
will be rendered for Aerated Waters.

An inclusive charge will be made for Waters  
and Bottles, and full credit will be allowed for  
empties when returned.

Orders for Aerated Waters should be  
addressed to  
THE VICTORIA DISPENSARY.

### PRICE LIST:

\$1.20 per dozen will be allowed for Aerated  
Water Bottles when returned in good condition.  
Per Doz.

Soda Water	\$1.70
Soda Water in Bombay Bottles	1.80
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemon Squash	1.95
Rasperryade	1.95
Stone Ginger Beer	1.95

Hongkong, 28th December, 1904. [1392]

### WATKINS, LIMITED. NOTICE.

WE beg to notify Customers that from  
1st January, 1905, Separate Accounts  
will be rendered for Aerated Waters.

An inclusive charge will be made for Waters  
and Bottles, and full credit will be allowed for  
empties when returned.

Orders for Aerated Waters should be  
addressed to  
WATKINS, LIMITED.

### PRICE LIST:

\$1.20 per dozen will be allowed for Aerated  
Water Bottles when returned in good condition.  
Per Doz.

Soda Water	\$1.70
Soda Water in Bombay Bottles	1.80
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemonade	1.95
Rasperryade	1.95
Stone Ginger Beer	1.95

Hongkong, 28th December, 1904. [1393]

### WEISMANN, LTD. (CAPE WEISMANN.)

THE place par excellence in Hongkong  
for Refreshments of all descriptions.  
Facing the Post Office, Queen's Road,  
Central.

Everything of the best, prepared and  
served under entirely European Manage-  
ment.

See our Grand Christmas Display.

Cakes, Bonbons and Confectionery of all  
kinds made to customers' own order and  
design.

Send or Bring Your orders.

We guarantee satisfaction.

The Weissmann Most Up-to-date Café  
in the Orient.

Hongkong, 17th December, 1904. [1349]

### GREEN ISLAND CEMENT COMPANY, LIMITED.

#### PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask  
ex Factory.

In Bags of 250 lbs. net \$8.20 per Bag  
ex Factory.

SHEWAN, TOMES & Co.,  
General Managers

Hongkong, 2nd September, 1904. [783]

### TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quart)  
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [785]

## HOW TO REGISTER YOUR TRADE-MARK IN PEKING.

Having been informed of the proper course  
to take and that I should do well to register my  
valuable trademark at the central office opened  
for the purpose in this city, I forthwith set  
about acting upon the advice tendered and, for  
the sake of others who may wish to learn the  
proper, I now relate my experience.

All foreigners who come to Peking, either on  
business or pleasure, reside more or less in the  
Legation quarter, in and around which are  
located, in addition to the Legations of the  
different Powers, the principal hotels, stores  
and foreign mission establishments. The  
Legation area abuts on the Winter Palace and  
the railway stations, and the famous Waiwupu  
or "Board of Foreign Affairs" is not far off;  
the new extensive offices of the Inspectorate-  
General, which maintains a large staff in Pek-  
ing, are equally in this, the Southern and busi-  
ness quarter of the Tartar City. Now the  
Shangpu, or "Board of Trade" is not in this  
quarter, nor could I find anybody to tell me  
where it was, and so, on the first day of my at-  
tempt, had to abandon my prospective visit to  
the Registration Department as a bad job.  
However, my intelligent native "boy" under-  
took to discover the office and to provide a  
ricksha to convey me thither.

So, on the following day, I set upon my  
voyage of discovery. The "ricksha man," as  
Peking ricksha men do, bowed along at a  
great pace, smothering me with dust and whirl-  
ing me through an intricate network of alleys  
and narrow lanes and twisting round corners,  
over hills of garbage and through swamps  
of black mud, at the risk of my bones, if not  
of my life. Much as do cabmen at home: they  
too prefer the by-way to the highway.

A main street through which we passed was  
thronged with people gathered to witness the  
execution of a criminal by the lingchi process,  
and we had difficulty in making our way  
through the crowd. The event was more than  
commonly interesting owing to the fact of the  
criminal being a high official. This man, it  
appeared, had, during the disturbances in 1900,  
murdered two whole families and so acquired  
his possessions; he was recently denounced  
by a woman, his guilt proved, and sentence  
passed accordingly. We would not be diverted,  
however, from our quest of the Shangpu,  
but a European who was present at the execu-  
tion told us that it was a most tragic spectacle;  
the prescribed process was literally carried out,  
the pieces of flesh, as cut away, being thrown  
to the crowd who scrambled for the dreadful  
relics. In China we are still in the middle  
ages.

The Shangpu, after many enquiries by our  
ricksha coolies on the way, was at last dis-  
covered in a back street away in the North-west  
quarter of the city, a three-quarter-hour run  
from the Legations. It turned out to be situ-  
ated in a spacious Chinese "Kungkuang," with  
the customary courtyard and pavilions, all  
new and uncommonly clean—very much more  
so than the sheds in which the famous Wai-  
wupu, or Board of Foreign Affairs, transacts  
the business of the Empire with the outside  
world. We had been warned that our visit  
would be regarded with suspicion, and, in fact,  
a flutter in the official atmosphere, although  
we could not see why this should be the case, see-  
ing that we were only bent on an ordinary  
matter of business, and to an office established  
ad hoc. Still, Chinese officials live in an at-  
mosphere of suspicion and credit the barba-  
rian with even more than their own "tergite-  
wistiveness." Be that as it may, after send-  
ing in our card, we were kept waiting ten mi-  
nutes, by our watch, on the doorstep in the cold  
wind, when at last a coolie appeared wanted to  
know what our business was before admitting us.  
It was not an easy matter to explain to  
him that we had come to register a trademark,  
the Chinese language being somewhat inelastic  
where new-fangled foreign notions are con-  
cerned. However, he at last gathered that we  
were determined not to leave without an  
audience with somebody, and again left us on  
the doorstep. Another five minutes and the  
welcome announcement "Ching" was made  
and the coolie preceded us, holding aloft our  
rather insignificant-looking scrap of white  
pasteboard. Passing through several courts  
and low doorways, we were at last shown into  
a pavilion supported on eight pillars and sur-  
rounded with glass windows, with a wide-open  
door through which we had entered on the  
South and a similar door leading into another  
courtyard on the North, and through which the  
north wind was blowing strong, although a  
Japanese screen mitigated its force. The  
spacious hall contained a foreign carpet, a  
centre table with a gaudy tablecloth, four  
foreign arm-chairs, and teapots, each  
guarded by two foreign chairs, round  
the walls. The coolie or "tingchi" dis-  
appeared and we cooled our heels for another  
five minutes. Then the man returned with an  
ash-tray and a box of Japanese matches, which  
he placed with great deliberation exactly in the  
centre of the big table. Another long pause  
and a second man appeared with a teapot,  
which he solemnly placed on one of the side  
tables and then went out. Hereupon the first  
man returned and poured a cup of tea into a  
foreign tea-cup, which he ceremoniously placed  
before me and withdrew. At length the "big  
man" himself appeared through the North door  
and, after having furnished him with a short  
autobiographical sketch of my career in the  
Celestial Empire, we came to the point and,  
after smoking several cigarettes, which coolie  
No. 1 had meanwhile placed alongside the  
original match-box, my interlocutor proceeded  
to realise the object of my visit. "Yes, this was  
the trademark registry office and was now in  
full swing." "Had many applications to re-  
gister been made?" "Yes, several." "Any  
by Europeans?" "None so far." "Whom by  
then?" "Mostly Japanese, also some Chinese."

"Could the big man oblige me by showing  
me the register and supplying me with the  
needed application forms?" (These I had  
seen at the office of the Imperial Maritime  
Customs, but that office transacts no direct  
business.)—The register was not visible, nor

had the application forms yet been printed.  
"Would it then not be better and save trouble  
if I were to send to Shanghai and have my  
mark registered there?" "Oh, no! this was  
the Central Office and I should be far more  
secure registered in it." Meanwhile my friend  
summoned a clerk and had the two necessary  
forms written out in manuscript in exquisite  
Chinese calligraphy; he further produced a  
Book of Regulations and drew my attention to  
the more important clauses, especially Clause  
16, which defines the form and size of the chop  
to be handed in, and which must not exceed  
three by four inches in superficies and seven  
and one-half tenths of an inch in thickness.  
Here the Japanese screen at our backs blew  
down with a bang and smothered us and our  
documents—a convenient signal for terminat-  
ing the interview, which concluded by my  
being graciously presented with a copy of the  
"Regulations," the volume consisting of fifty  
pages of closely printed type, which I was  
advised to take home and study carefully, and  
proceed as therein directed—and not to forget  
to return again, bringing with me the prescribed  
fee of thirty-five taels silver.

"Another cup of tea," a cordial "Chinchin,"  
and I departed, having spent an instructive  
day in learning "how not to do it," and in add-  
ing another to my previous experiences of the  
manner and customs of this delightful country;  
but my trade mark has still to be registered.

NOTE.—The Chinese Trade-mark Depart-  
ment is in a painfully perturbed condition at  
the moment. After the issue of an Imperial  
Notification that the Board of Commerce  
would commence registry forthwith, the Ger-  
man Minister Baron Mumm, proceeded to  
interview the Board of Foreign Affairs and  
extorted from them a promise that Registra-  
tion of Trademarks should be postponed two  
years, and notified his nationals accord-  
ingly. Thereupon the Japanese Minister  
hurried to the Board and demanded to  
know what they meant by setting aside  
an Imperial Edict. The harassed Board  
(Prince Ching and others) now denied  
that they had ever given such promise and said  
that, of course, the Imperial Edict held good.  
Meanwhile the Board of Commerce is officially  
open to register, and pining probably for the  
merry Mexicans, with visions of 10,000 trade-  
mark rushing for registry while the German  
Minister vainly goes on protesting.

Originally the Trademarks Department was  
placed by the Waiwupu in the hands of the  
Imperial Maritime Customs; then the Shang-  
pu wanted to know what their luxurious  
establishment existed for and, were they not  
entitled to do the business and collect the fees?  
So the Waiwupu took the matter out of the  
hands of the capable and business-like Foreign  
Customs, and placed it in hands manifestly  
more deserving. Whether these hands are  
capable of guarding one's trade-mark from  
purloinment, time will show. So far it looks  
as if the needy Chinese official, and later on  
the legal profession, would be the chief  
gainers.—N. C. D. News.

## MR. DOOLEY ON SHORT-TERM MARRIAGES.

Who is George Meredith? asked Mr.  
Hennessy.

"Ye can search me," said Mr. Dooley.

"What is the charge again him?"

"Nawthin," said Mr. Hennessy; "but I  
see he's in favour of short-term marriages."

"What d'ye mean?" asked Mr. Dooley.

"Reducin' th' term fr' good behavior."

"No," said Mr. Hennessy, "he says people  
ought to get married fr' three or four years at  
a time. Thin if they don't like each other or if  
wan gets tired, they break up housekeepin'."

"Well," said Mr. Dooley, "it mightn't be a  
bad thing. Th' trouble about matrimony as I  
have observed it fr' me seat in th' grand  
stand is that after fifteen or twenty years, it  
settles down to an endurance thrille. 'Women,'  
as Hogan says, 'are creatures in such besauce-  
ous men that to be loved they have but to be  
seen, but,' he says, 'wanst they're seen an'  
made secure, 'he says, we first embrace, thin  
pity, thin endure,' he says."

"Most iv th' 'ol' married men I know threat  
their wives like a rockin' chair, a great comfort  
whin they're tried but apt to be in th' way at  
other times. Now, it might be different if th'  
ladies instead iv bein' secured fr' life was on'y  
held on a short-term lease."

## COMMERCIAL.

### TO-DAY'S EXCHANGE.

London—Bank T.T. .... 1/11 1/2  
Do. demand ..... 1/11 7/16  
Do. 4 months' sight ..... 1/11 1/2  
France—Bank T.T. .... 2/45  
America—Bank T.T. .... 1/2  
Germany—Bank T.T. .... 1/2  
India T.T. .... 4/2  
Do. demand ..... 1/45 1/2  
S.anghai—Bank T.T. .... Nominal  
Japan—Bank T.T. .... 96  
Singapore—Bank T.T. .... Nominal  
Java—Bank T.T. .... 117 1/2

Bying.  
4 months' sight L/C ..... 1/11 1/2  
6 months' sight L/C ..... 1/11 1/2  
30 days' sight San Francisco & New York 48 1/2  
4 months' sight do ..... 48 1/2  
30 days' sight Sydney and Melbourne ..... 2/0  
4 months' sight France ..... 2/40  
6 months' sight ..... 2/50  
4 months' sight Germany ..... 2/50  
Bar Silver ..... 38 1/2  
Bank of England rate ..... 3 1/2

### OPIMUM QUOTATIONS.

To-day's quotations are as follows:  
Malaya New ..... 1,100/1,140  
Old ..... 1,160/1,180  
Older ..... 1,180/1,200  
Paina New ..... 1,140  
Borneo New ..... 1,100  
Paina Paper ..... 600/600

## Intimations.

### A FAIR EXCHANGE.

Large sums of money are no doubt realized  
from simple speculation, but the great fortunes  
are derived from legitimate and honest business  
—where the goods furnished are worth the  
price they bring. Certain famous business-  
men have accumulated their millions wholly in  
this way. Prompt and faithful in every con-  
tract or engagement, they enjoy the confidence  
of the public and command a class of trade that  
is refused to unstable or tricky competitors. In  
the long run it does not pay to cheat or deceive  
others. Even a child or a dog soon learns to  
"distinguish between real friends and foes in  
disguise." A humbug may be advertised with  
a noise like the blowing of a thousand trumpets,  
but it is soon detected and exposed. The  
manufacturers of

### WAMPOL'S PREPARATION

have always acted on very different principles.  
Before offering it to the public they first made  
sure of its merits. Then, and then only, did  
its name appear in print. People were assured  
of what it would do, and found the statement  
truthful. To-day they believe in it as we all  
believe in the word of a tried and trusted friend.  
It is palatable as honey and contains all the  
nutritive and curative properties of Pure Cod  
Liver Oil, extracted by us from fresh cod livers,  
combined with the Compound Syrup of  
Hypophosphites and the Extracts of Malt and  
Wild Cherry. It aids digestion, drives im-  
purities from the blood and cures Anemia,  
Scrofula, Debility, Influenza, Throat and Lung  
Troubles, and Wasting Complaints. Dr. Louis  
W. Bishop says: "I take pleasure in saying I  
have found it a most efficient preparation, em-  
bodying all of the medicinal properties of a  
pure cod liver oil in a most palatable form." It  
stands in the front rank in the march of medi-  
cine. It is a scientific remedy and a food, with  
a delicious taste and flavour. No slow or  
doubtful action. "It cannot disappoint you."  
Sold by all chemists.

### IN THE SUPREME COURT OF HONGKONG.

#### PROBATE JURISDICTION.

IN THE GOODS OF SOY LOONG, Deceased.

NOTICE is hereby given that the Court has,  
by virtue of Section 28 of Ordinance  
No. 2 of 1877, made an Order limiting the time  
for Creditors and others to send in their Claims  
against the above Estate to the 16th day of  
February, 1905.

All Creditors are accordingly hereby required  
to send their Claims to the Undersigned on or  
before that date.

Dated the 18th day of November, 1904.

DE CON LOKER & DRAGON,

Solicitors for the Official Administrator.

1267

THIS DWARF RAZOR has superseded  
the old-fashioned safety razor and by  
its use shaving becomes a pleasure. It is  
manufactured in Sheffield, England, from a  
special amalgam of steel which makes imita-  
tion impossible, and in consequence it enjoys  
the largest sale and most universal approval.  
Thousands of Testimonials testify that the  
little "MAB" is the finest shaving implement  
ever produced.

To be obtained from THE MUTUAL STORES,  
WATKINS, LIMITED, and all first-class stores  
in the Colony.

Sole Agents for Far East, HOWARD & Co.,  
29, Des Vaux Road, Central, Hongkong.

Agents wanted in every port.

For particulars and terms, apply to—

HOWARD & Co.

Hongkong, 24th November, 1904. [1269]

### ESPECIAL OLD TOM GIN.

Marshall and  
Elvy's

DOUBLY DISTILLED  
AND OF  
MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,  
Des Vaux Road.

Hongkong, 11th May, 1904. [608]

### FURNITURE WAREHOUSE.

LI KWONG LOONG,

CABINET-MAKER AND ART DECORATOR,  
from Shanghai, has opened a  
FURNITURE STORE

at

No. 45, DES VEAUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE  
of every description can be made to  
order in any design required.

Has been patronized by the Hongkong Club,  
Hongkong Hotel, Messrs. A. S. Watson & Co.,  
Id. Joint Telegraphs Co., and other leading  
Establishments in the Colony, to whom refer-  
ence may be made as to the Superior Work-  
manship and Materials of the Furniture, &c.,  
supplied.

Messrs. A. S. Watson & Co., Ltd. write as  
follows:

"We have pleasure in stating that Mr. L.  
KWONG LOONG furnished the Annex to  
our Dispensary and gave us every satisfac-  
tion."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and  
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th December, 1904. [595]

## Intimations.

### NEW YEAR HOLIDAYS.

IN accordance with Government Notifica-  
tion No. 358, the EXCHANGE BANKS  
will be CLOSED for the Intimation of Public  
Business on MONDAY and TUESDAY, the  
2nd and 3rd January, 1905.  
Hongkong, 28th December, 1904. [1390]

## CHRISTMAS.

WHAT BETTER GIFT  
THAN A  
SINGER SEWING MACHINE.

### CASH OR EASY PAYMENTS.

Showrooms—1, Wyndham Street.  
Hongkong, 9th December, 1904. [1391]

## Auction.

### PUBLIC AUCTION.

THE Undersigned have received instructions  
from CHAS. F. RUZOG, Esq., to sell by  
PUBLIC AUCTION,  
TO-MORROW,

the 30th December, 1904, at



## Intimations.

**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D. 1841.

CHYMISTS BY APPOINTMENT TO HIS  
EXCELLENCY THE GOVERNOR.

**WATSON'S**

**BALSAM**

OF

**ANISEED**

is not a cure all, but

IT DOES CURE

A COUGH,

and that right speedily.

**A. S. WATSON & Co.,**  
LIMITED,

**THE HONGKONG DISPENSARY.**

**ALEXANDRA BUILDINGS.**

Hongkong, 10th December, 1904.

**WINE**

AND

**SPIRIT MERCHANTS,**

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(WM. POWELL & Co.'s old premises).

**FOUR LINES HARD  
TO BEAT:**

Per case,  
quarts.

Gregor & Co.'s Tarragona ... \$ 9.00

Gregor & Co.'s Old Tawny Port ... 11.00

Per dozen.

Gregor & Co.'s Imperial Highland

Whisky ... 16.00

Gregor & Co.'s Royal Old Highland

Whisky ... 24.00

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared with bottling done in China by Chinamen at the service of European houses.

## NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

**SUBSCRIPTION RATES (IN ADVANCE).**

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The rates per quarter and per annum, proportional.

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On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

**The Hongkong Telegraph**

HONGKONG, THURSDAY, DECEMBER 29, 1904.

## CHINA AND OPIUM.

There seems to be little doubt as to the existence of a very decided trend of opinion among members of the American International Reform Bureau in favour of emancipating China from her pet aversion—the opium habit. Anticipating that the close of the present war will afford strategic opportunity for a diplomatic effort to induce Great Britain to cut off the foreign supply of the drug to China, Mr. Balfour was recently approached and asked that his government should on its own motion cancel the treaty and release the Celestial Empire from obligations to tolerate the sale of opium. A communication on the subject was duly acknowledged with the Prime Minister's assurances that the letter would receive careful consideration. Here the matter seems to have ended so far as the representatives of Great Britain were concerned. The crusade against the traffic was nevertheless pursued with the utmost vigour, the governments of Japan and the United States being addressed with such gratifying results, that the Reform Bureau pushed their campaign into other wide spheres of influence. That the useful work they have in hand will receive the cordial support of most of the British people there is not much room for doubt. At home they are maintaining a persistent agitation, and the Society for the Suppression of the Opium Traffic has long since expressed great gratification that the movers in the scheme are bringing public opinion to their aid. The British Parliament in 1891 declared the course of the British government with reference to opium revenue in Asia was "morally indefensible," and the Government itself has recently enacted gradual prohibition of the use of the drug in Burma, seeking to evade any seeming concession to Christian agitation at home by saying, "The use of opium is condemned by the Buddhist religion, and the Government believing the condemnation to be right, intends the use of opium by persons of the Burmese race shall for ever cease." Undoubtedly this act is a result of, and so an encouragement to, agitation, and certainly the Government cannot long refuse to apply the same principle and policy in India and China. It is said that another encouragement to agitation is that the British revenue from opium sold to China is certainly decreasing, and will ultimately disappear through the steady increase of domestic production. This scarcely seems to tally, however, with the latest figures available—for the year 1903—when the total import of opium advanced from 50,801 to 58,478 piculs, or an increased value of Haikuan taels 8,390,000. For its great article of luxury and self-indulgence, which in 1902 cost an all-round average of Hk. Tls. 700 a picul, China had in 1903 to pay a higher price, Hk. Tls. 750, and at that price took a larger quantity. The revenue table for the previous year shows one contributing cause of this increase in the loss of Hk. Tls. 646,566 in the duty from the home-grown drug. With a market short of supplies of the cheaper native opium, the demand for the Indian drug actually exceeded the supply obtainable. In view of this, too, one must not lose sight of the fact that the foreign trade of China in 1903 was disappointing to most of the interests concerned, and with all the reasons suggested for the depreciation taxes to meet indemnity payments continue to reduce the absorbing power of the Empire. Notwithstanding that the millions of China crave for their opium; if the British supply were stopped the Chinese Government would undoubtedly use every means to suppress the habit. For such a desirable end to be brought about the unity of international support must first be sought, if only on the grounds that the legitimate trade of every commercial nation has been seriously curtailed by the pauperising of more than a quarter of the world's most populous nation. Millions of dollars are annually being wasted by the Chinese in the purchase of what brings no useful return and decreases both the producing and the buying power of so many people, and even if there were not weightier moral considerations, commercial interests alone should prompt action being taken both by Great Britain and America who have such immense interests in the undeveloped land of China.

## LOCAL AND GENERAL.

An interesting article on the question of the registration of trade marks appears on the third page.

PRINCE Fushimi's jewellery, stolen at St. Louis, was recovered by the police the next day, but the thief escaped.

LIEUT.-General Tsuchiya and Major-General Nakamura, who were seriously wounded in the attack on 230-metre hill, are progressing favourably.

THE British Red Cross Society has sent Sir Claude MacDonald by telegraph a sum of £5,000 for the Japanese sick and wounded, in addition to the £2,000 previously sent.

THE *Jiji* suggests that Russia is hoping that Admiral Rozhdestvensky will be found responsible for the North Sea outrage, to give a pretext for the recall of the Baltic squadron.

THE Central News learns officially that it is intended to send further large shipments of Chinese coolies to the Rand mines until the total number of labourers employed there reaches 60,000.

A CHINESE girl of some ten years fell into the sea off the steps at Blake Pier this morning, but a boatman in the sampan to which she belonged immediately hooked her by her pants and landed her cold and wet.

THE schoolmaster, Wan Fu-hua, has been brought up for judgment at Shanghai. The Court found him guilty of attempting to assassinate Ex-Governor Wang and sentenced him to ten years' imprisonment with hard labour. Accused demurred at this sentence and the Magistrate said that if he was not satisfied he could take steps to appeal.

It having been discovered by natives of Teng-chow prefecture, Shantung province, that the hill district of Wénghien-shien, of which Lang-hushan is the highest point, is rich in gold quartz, a Tientsin native paper states that a number of Shantung officials in Peking have obtained the necessary permission from the Shantung to develop the Langhushan, or Wolf and Tiger mountain gold deposits, the funds needed for the purchase of crushing and other machinery to be advanced by the Provincial Government of Shantung.

THIS morning Inspector Ford placed two shopkeepers, dealers in Chinese preserves, from Queen's Road, before Mr. Hazeland for using false weights, and thereby defrauding their customers. The first was fined \$100 and the second \$200. His Worship remarked that he did not consider he was fining the men at all, but was merely taking from them part of what they had squeezed from the public. Their goods are all of a comparatively expensive class, and thus their "squeeze," through the use of false weights must have been considerable.

By kind permission of Major Radcliff and officers, the Band of the 93rd Burma Infantry will play the following programme of music at the King Edward Hotel, during dinner, on Friday, the 30th inst. (weather permitting):—  
March "Le Conquerant" ..... Or. Hume.  
Intermezzo "Under the Moon" ..... Rensch.  
Selection "Il Corvino" ..... Verdi.  
Polka "Bon Vivant" ..... Godfrey.  
Selection "Schubertiana" ..... Godfrey.  
Vals "Des Fleurs" ..... Tschakowsky.  
Galop "The Lancers' Attack" ..... John.  
God Save the King.

JAPAN has renewed her demand for Cardiff steam coal. The quantity is not definitely known, but orders have been placed with three Cardiff firms, who are offering freights for Shanghai or Japan. Messrs. Moxey, Savor, and Company have already chartered one steamer of 5,500 tons for Shanghai or Japan at 16s., and firm offers of 17s. are under consideration. The number of coal steamers for Wladivostok, or other mysterious coal-carrying charters increases rapidly. They are insured generally for Wladivostok at 30 guineas per cent., with a return of five guineas per cent. if not captured.

ANOTHER fatality occurred in the harbour yesterday afternoon, of a similar nature to that recorded by us in these columns on Monday, by which a Chinese boy has lost his life. Again it was a launch, the *Wing Lai*, Chinese-owned which capsized a sampan, near West Point, throwing the sampan woman and three children into the sea. Two of the children were rescued by a boat crew from the s.s. *Telenachus*, who resuscitated the two half-drowned children, but the third was lost. While it is very often the sampan people's fault when these accidents occur, there is no doubt that some of the launchmasters often show remarkable indifference to danger ahead, and handle their boats with extreme carelessness. It is to be hoped that when the inquiry is held, it will bring out just where the fault in the present case lies, so that the offender may be adequately dealt with.

FURTHER particulars are now to hand of the recent disturbances on the Rand. It seems that a dispute arose between the Chinese coolies employed on the mines and the natives, with the result that a band of 800 Chinese, armed with drills and crowbars, attacked a body of 50 Kaffirs, who carried knob-kerries. The coolies and Kaffirs engaged in a general battle, and matters quickly assumed a very serious aspect. A strong force of police who were immediately dispatched to the scene of the conflict found it necessary to take prompt and determined measures in order to prevent serious bloodshed. They charged the coolies with fixed bayonets, and even then it was only with the greatest difficulty that they succeeded in restoring peace. Eight of the rioters were so badly injured that they had to be taken to the hospital, many others being less seriously injured. The ringleaders of the affair were arrested. A number of civilians, armed with revolvers, assisted the police to quell the disturbance.

THIS morning Mr. Hazeland fined a coolie \$5 or 14 days for using a seat in the Public Gardens to rest his feet upon.

THERE is no doubt, says a Japanese exchange, that the soldiers of the Mikado have got big guns at the top of 203-metre hill.

THE Star Ferry Company is now issuing packets of ten first class tickets for \$1.00 thus reducing the rates on these purchases by one third—a move in the right direction.

FOR returning from banishment a second time Mr. Gompertz this morning sentenced Lam Cho Sing, an incorrigible rogue and vagabond, to twelve months of the hardest, and six hours in the stocks.

MR. James Pincock, who gave us a delightful interview some two years ago, has written "Wander—ears Round the World," which was a busy girdle round the earth, traversing West Africa, the Khyber, Australasia, Fiji, Vladivostok, Korea, Burma, Mexico, and Africa once more by way of Uganda. The work is issued by Mr. Fisher Unwin.

FOUR gentlemen went out to dine. They were Arthur Balfour, Joseph Chamberlain, Lord Charles Bessford, and the Japanese Minister. Mr. Arthur Balfour was standing treat and said to Joey, "What will you take?" "Oh, thanks, I'll take Scotch, Arthur." "And what will you take, Lord Charles?" "Oh, thanks, I'll take Irish, Arthur." "And now, what will you take?" addressing the Japanese Minister. "I'll take Port Arthur, thanks."—*Tulser*.

THE *Courier d'Haiphong* states that M. Mahe, the French Resident in Laos, succeeded in navigating the Mekong from Saigon to Vientiane; this is the first time that a vessel has passed through the Kénrat falls, which have hitherto been considered an insurmountable bar navigation. M. Mahe is of opinion that the river is navigable for five months of the year; this period might be raised to eight months if works of improvement were carried out.

THE *South China Collegian* for December has been published, and as usual contains many excellent articles dealing with the education of the Chinese youth. In this number there are contributions by the Rev. Dr. Andrew Beattie, the Rev. Dr. O. F. Wisner (President of the Canton Christian College), the Rev. O. D. Wannamaker, and by Mr. Lo Ts Chun, a progressive Chinese educator, who is described as a representative of the new type of native scholars now arising in China.

THE text of the Anglo-Portuguese arbitration treaty signed at Windsor was published on 18th ult. It is in all respects the same as that concluded with France last year, except that in the preamble it is stated that both Governments are "desirous of confirming, by a further solemn agreement, the friendship and alliance which have happily subsisted for so long a period between them, and the two nations which they represent, and of eliminating as far as possible from their mutual relations, everything which might tend to impair or weaken that friendship and alliance."

THE district Sanitary Inspectors are up in arms with discontent at a new order which has been issued, and which, they claim, is against the existing regulations. The regulations lay down that from six o'clock to nine o'clock in the morning, and from one o'clock to four o'clock in the afternoons. The new order, to which they now take exception, provides that all district inspectors must come to the central office in Glenealy Buildings from ten to eleven in the mornings to do their clerical work. This work they have always been in the habit of doing at home at night, thus hitherto leaving their mornings free. This new order, they state, completely breaks up their mornings, as some of them have considerable distances to cover, and after coming off duty at 9 o'clock, it is a rush to get their bath, breakfast, and be down at the office by ten o'clock, while leaving at eleven gives them but just time to get home, have their dinner and start out on their rounds again by one o'clock. Were there any good reasons for this order they would have nothing to say, but where there has been no trouble of doing their clerical work at home in their own time, they feel it is somewhat of a hardship, and live in hopes that it will not remain in force long.

## LINKED BY LANTERN LECTURES.

THE Colonial Office is to be heartily commended for taking up Mr. Sadler's suggestion of lantern lectures as a link of Empire. In Ceylon, the Straits Settlements, and Hongkong the higher classes in elementary schools and adults will henceforth be enabled to see what London and England are like without having to go there, as a few favoured chiefs and prime ministers have hitherto been able to do. By means of nearly 300 lantern slides, distributed over seven lectures, they will see the journey from the East to London, London itself, the town and country life, military and naval strength, and industries and commerce of England. London is to have similar opportunities of familiarising itself with the East. A home journal has no doubt that the plan will be extended gradually throughout the Empire, and that these colonies will find their expenditure of £300 each on this matter well repaid. The lantern, as every popular lecturer knows, is the one way of really getting hold of an audience, even in cases where the audience are not being taken into such strange and unfamiliar scenes as those into which these slides will be introduced. As the pictures will no doubt be carefully selected—London in fog and snow, for instance, being carefully avoided—the result should be very impressive.

## WRECK OF THE S.S. "WORKFIELD."

CREW IN HONGKONG.

FULL PARTICULARS.

The captain, officers and crew of the ill-fated steamship *Workfield*—Captain E. G. Broadhead—which went aground on a reef near the Cape of Good Hope, off Swatow, on Christmas Eve, and eventually became a total wreck, arrived at Hongkong yesterday.

According to statements made by the officers of the vessel, to a representative of the *Hongkong Telegraph*, the *Workfield*, which was practically a new boat, having been launched only three years ago, left Cardiff, on the 8th of November, bound for Japan with a cargo of coal. She had a net register of 2,769 tons, and was owned by Mr. W. R. Rea, of Belfast. She was built by Craig Taylor at Stockton-on-Tees, and engaged by the North Eastern Engineering Company on the Tyne.

The voyage to Japan with 6,000 tons of coal might be considered rather a risky business in November when the Russian Baltic Fleet was bombarding all and sundry on suspicion of being Japanese torpedo boats. The *Workfield* escaped the attentions of the fleet, however, and made her way via the Cape to Hongkong where she had been told to await orders.

ORDERED TO SASEBO.

Hongkong was reached after an uneventful passage, and the *Workfield* was ordered to continue the journey to Japan, and unload her cargo at Sasebo. Proceeding on Friday, 23rd inst., to leave Hongkong, the vessel took the usual course for Japan, and all went well until the following afternoon. About three p.m. on Saturday, while Swatow was some 25 miles away, the *Workfield* struck heavily on an anchored reef. Orders were rapidly telegraphed to the engine room to go full speed astern, and the engines were stopped. Meanwhile, however, the vessel bumped three times on the rock.

At first there was some inclination among the crew—bearing in mind the reports and rumours that were current at home and in Hongkong—to fancy that the vessel had struck a floating mine. However, they were quickly reassured and prepared to make every effort to save the vessel.

VESSEL FOUNDERS.

The *Workfield* had evidently collided with a sharp reef, and when she struck the third time, it was apparent she had been badly damaged. Water was pouring through the burst plates in the seam into the hold, and although a valiant attempt was made to keep the vessel afloat it proved to be useless. At first, when some idea of the extent of the damage was gained, the captain thought he would be able to reach the mainland, where the *Workfield* could be beached. But the water gained so rapidly that soon the fires in the engine-room were extinguished.

It was then decided to take to the boats, with the object of making for the Cape of Good Hope Lighthouse. The crew—29 hands—alighted accordingly, and the boats, and pulled away to a respectable distance from the unfortunate vessel. Altogether about twelve hours elapsed between the time the *Workfield* struck and the time when she went down. Nothing could be done, of course, with the 6,000 tons of coal. The vessel eventually took a final plunge by the head and went down in fourteen or fifteen fathoms of water.

The boats were pulled to the land and reached Hope Bay, whence the crew walked to the lighthouse. The crew had lost nearly all their effects, and indeed the engineers were wearing their ordinary engine-room clothing. At the lighthouse they were hospitably entertained and there Christmas Day was spent. The steamship *Samsen*, one of the N.D.L. boats, was signalled as she was passing on Monday morning and the shipwrecked crew were taken off the rock and landed at Swatow, where they were taken to a hotel.

The cold was intense, and the officers at the British Consulate, after scurrying around, managed to collect a variegated lot of garments for the officers and men. On the day following their arrival at Swatow, the steamship *Haitan* was due to leave for Hongkong, and accordingly the entire crew were given passages to this port, and arrived here yesterday.

They are at present staying at the Sailors' Home, with the exception of the captain, who is putting up at one of the hotels in the city.

It is stated that all the ship's papers and other valuables have gone down with the *Workfield*.

## MR. S. D. SETNA LEAVING FOR BOMBAY.

By the English mail on Saturday Mr. S. D. Setna is leaving for Bombay, his sudden departure having been rendered necessary by the death of his father. He is one of the old China Parsees and his last sojourn here has covered a period of about five years. During that time he has been in sole charge of the business of his family's firm in Hongkong which is one of the oldest Parsee firms in the Far East. Messrs. Cawajee Pallanjee and Co. Mr. Setna has proved a man of varied activity and energy. He has been one of the Trustees of the local Parsee Charity Funds, and has made a large circle of friends, including Europeans, Civil and Military. He was always forward in helping and promoting acts of catholic charity by not only subscribing handsomely, but by taking an active personal part therein; such as holding stalls at fairs and sales and working energetically to bring large receipts to the charities concerned. He has somewhat been Europeanised in ideas and tastes and has been one of the only two Parsees who have been taking an active part in balls and dances. He will be much missed by the Parsee and kindred benevolent institutions to which he always extended a willing hand of help and encouragement. His numerous friends wish him a pleasant time home and also hope that he may return with his family and settle down here. Contributed.

## TELEGRAM.

## THE WAR.

URLUNGSHAN FORT CAPTURED.

ANOTHER STUBBORN FIGHT.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegram:—

Tokio, 29th Dec., 12.17 p.m.

The Port Arthur army reports that the left and the centre of the army, at 10 a.m. on Wednesday, blew up a parapet at the front of Urlungshan fort, then occupying the parapet by assault, constructing their defensive works, despite the enemy's fire, under the cover of heavy guns and field-guns.

At 4 p.m. we assaulted and occupied the line of heavy guns in the interior thereupon proceeded to the gorge of the fort, whence the enemy was eventually dislodged after a stout resistance.

Thus the whole fort of Urlungshan fell into our hands at 7.30 p.m.

## JAPANESE CRUISER

OFF SWATOW.

(From Our Own Correspondent.)

SWATOW, December 28th.

At half-past seven yesterday morning a Japanese three-funnelled cruiser, of about 3,000 tons register, with the Marconi wireless telegraph apparatus fixed to the after mast, steamed up to the Cape of Good Hope Lighthouse. She was ready for action, and all her guns were run out. When about a mile to the eastwards, which seemed to indicate that she was anxious to have a look at Swatow, she changed her course and steamed to the South.

## A MATTER OF EXCHANGE.

BANKERS AT VARIANCE.

At the Civil Summary Court this morning, before Mr. T. Sercombe Smith (Puisne Judge), an action was brought by the Deutsche-Asiatische Bank against a native hon, known as the Win Shing Hing Bank, doing business at 102, Wing Lok Street.

Mr. H. E. Pollock, K.C. (instructed by Messrs. Johnson, Stokes and Master) appeared for the plaintiffs, and Mr. H. N. Ferrers (instructed by Mr. P. W. Golding) defended. The plaintiffs alleged that they had suffered damage by reason of the breach by the defendants of a contract dated the 4th October, 1904, and made between the plaintiffs and the defendants whereby the last-named agreed to purchase from the plaintiffs a sterling draft on London, payable on demand, for the sum of £2,000 sterling, at exchange 1/9½, and which said contract was to be completed on the 30th November, 1904. The defendant failed to complete their purchase on due date, and the plaintiffs had accordingly suffered damages to the extent of \$785.84 by such breach. The sale of the draft on October 4th at 1/9½ amounted to \$21,942.86, and the cost on the 30th November at 1/10 11/16 amounted to \$21,157.02, hence the sum claimed.

Mr. Pollock having briefly opened the case for the plaintiffs, called Yuen Kwong Fuk, shroff in the plaintiff bank, who stated that Lee Yuk Chee was a customer of the bank. On the 4th October last he contracted to buy £2,000 sterling from the bank.

Counsel put in a document, in English and Chinese, relating to the transaction, which the witness identified.

Mr. Ferrers objected to its admission as evidence, on the ground that it was a broker's note, and ought to have been stamped. Even if it was not a broker's note, it required to be stamped.

Mr. Pollock submitted that it was not a broker's note.

His Honour admitted the document. Witness, continuing, said that the man Lee was not a broker but the general manager of the defendant bank. He had had many previous dealings with him. Witness proceeded to prove many previous dealings with the defendants through the man Lee Yuk Chee. The case was adjourned until eleven to-morrow morning.

IN honour of a big shoot in Silesian preserves the Kaiser presented to the Burgomaster for the local town hall a copy of the picture which immortalises the moment during the China campaign of 1900, when Admiral Seymour uttered the thrilling command, "Germans! to the front!"

## SHIPPING AND MAILS.

MAILS DUE.

American (Korea) 30th inst.  
English (Coromandel) 31st inst.  
Indian (Catherine Ager) 2nd prox.  
German (Seydlitz) 3rd prox.  
German (Bayern) 5th prox.

The Bucknall Line s.s. *Bucanaur* left Singapore for this port, on 28th inst., and is due here on 3rd prox.

The N. G. I. Co.'s s.s. *Ichia* left Singapore for this port to-day, and may be expected here on 5th prox.



## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

## Opium for China.

(From Our Own Correspondent.)

BOMBAY, 29th December.

The P. & O. Co.'s mail steamer left Bombay yesterday afternoon with about 648 chests of Malwa opium. Prices are as follows:—

Malwa (New) ...Rs. 1,650  
 (Old) ... " 1,780  
 (Oldest) ... " 1,850

(Reuter's.)

## Liberty for Russia.

THE TSAR'S PROPOSALS.

LONDON, 27th December.

The Tsar has issued a decree declaring that, in conjunction with the undeviating maintenance and immutability of the fundamental laws of the Empire, it is the duty of the Government to meet any change in the needs of the people which are proved to be mature; even though it involves essential innovations in legislation, the decree directs the Ministers to consider means, and the possibility of introducing various administrative reforms, and to report them as soon as possible; these will not involve any practical change in the system of government. The proposals include: bringing the peasant laws into conformity with the general legislation, measures to ensure the application of the law for all alike, establishing legal responsibility for arbitrary acts, ensuring the independence of the courts, the extension of the powers of local institutions, and measures to make them more representative, the revision of exceptional laws against the enemies of public order, the introduction of which has involved the grave extension of the discretionary powers of the administrative authorities, the revision of the disabilities of the natives of certain territories, and the revision of the Press laws, enabling the Press to fulfil its mission worthily in interpreting the reasonable strivings for the advantage of Russia.

LATER.

The St. Petersburg newspapers profess almost unqualified satisfaction with the Tsar's decree which the *Nova Vremya* describes as a second enfranchisement of the peasants.

## CORRESPONDENCE.

(We do not assume the opinions expressed by correspondents to be the opinions of the Editor.)

## HELP FOR THE DESTITUTE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Through the kindness of the superintendent of the Sailors' Home, Captain Milroy, in placing in my hands a sum of money sent to him by friends at home, I have been enabled to provide board and lodging for ten homeless and hungry men for ten days—half of whom have now gone. The men are most grateful and are showing their gratitude by keeping straight and behaving well. Work—not, I am sorry to say, of a remunerative kind, has been found for them and they are doing it with a will. Many people have spoken to me about the possibility of doing something for these men, and it has occurred to me that possibly some of your readers may be willing to help in providing the means to carry on this good work a little longer and so give the men a better chance. Any monies sent to me for this purpose will be used solely for the benefit of such men and will do them more real good than any amount of casual help. Donations will be acknowledged, with your permission, in your columns, and I shall be glad to furnish particulars of cases relieved to those who help.—Yours, etc.,

J. H. FRANCE.

Hongkong, 29th December.

## THE REGISTRATION OF TRADE MARKS.

The following telegram from Peking, dated 22nd inst., is printed in the *N. C. D. News*:—In consequence of representations of the German, the British, the French, the Austrian-Hungarian, and the Italian Ministers, the Chinese Government has declared itself willing to take into kind consideration the proposals of the foreign Governments with regard to the trade-mark law, and has bound itself not to make any registration of trade marks before an agreement has been arrived at. It is officially announced, says that paper, the Chinese Government has agreed to postpone the enforcement of the new Trade-mark Regulations, until they have received further consideration. This has been done on the advice of the Austrian, British, French, German, and Italian Ministers.

## THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 29th at 11.45 a.m. The barometer has risen slightly in Japan and fallen throughout China, more particularly in the Yangtze Valley.

The maximum pressure is still over Central China and is least in the southern Philippines. Gradients are more moderate over the China Coast, and moderate N.E. monsoon will be experienced in the Formosa Channel and fresh monsoon in the northern part of the China Sea.

## HONGKONG INVESTMENTS.

## POSITION OF LOCAL STOCKS AND SHARES DURING 1904.

The following particulars regarding the position of the principal local stocks and shares during 1904 have been gleaned from well-informed forces and may be accepted as absolutely trustworthy. The market for shares in Hongkong companies during the first three months of the past year was, on the whole, rather quiet; but later on when the principal companies began to show very improved balance sheets the rates gradually rose and very good business was done throughout the remainder of the year, at considerably higher rates than those which prevailed at the beginning of 1904. Heavy buyer speculations have been in progress resulting in very substantial profits to the lucky operators. The market, owing to the heavy December settlements, tight money, and the rising selling exchange, close a little quiet, but it is confidently expected that when these troubles have passed, a further improvement will be observed in the condition of the market in the early part of next year.

## BANK SHARES.

At the beginning of 1904, the shares of the Hongkong and Shanghai Banking Corporation were quoted at \$615 sellers, but in the middle of March they fell to \$605 ex dividend. The shares have since risen considerably and are now quoted at \$715. The Company is said to have had large earnings during the year, especially in connection with the recently concluded Japanese loans.

The National Bank of China shares have gradually improved, although not to any considerable extent, and whereas at the beginning of the year they stood at \$320 they are now quoted at \$330.

## MARINE INSURANCES.

Owing to the splendid report issued in the latter part of the year the shares of the Union Insurance Society of Canton have risen from \$390 at which they stood in the early months of 1904, to \$715, closing, however, a little quieter at \$690.

The China Traders' Insurance Company's shares have not been dealt in to any great extent, but as this Company has also issued a favorable balance-sheet, and is expected to submit another satisfactory one next year—that is, of course, barring unforeseen accidents—the price has risen from \$56 to \$58.

Towards the end of the year the North China Insurance Company, which subdivided their shares in the course of 1904, advanced to Tls. 100 per new share, and close at Tls. 95 sellers.

Those of the Yangtze Insurance Association have also improved and while at the outset of the year they were standing at \$135 they are now quoted at \$150.

Another remarkable improvement in the value of shares is shown in the case of the Canton Insurance Office. While they stood at \$175 when the year opened they are now quoted at \$190.

## FIRE INSURANCES.

In the case of the Hongkong Fire Insurance Company, the shares in the early part of 1904 stood at \$305; they are now quoted at \$335, and should no serious fire occur in the meantime, it is anticipated that this Company will be in a position to issue a very satisfactory balance-sheet in February.

The shares of the China Fire Insurance Company have not fluctuated much in value; as this Company is also doing well a further advance may confidently be expected—always provided that there are no unforeseen losses in the meantime. At the beginning of the year the shares stood at \$92½ while now they are quoted at \$90 buyers.

## SHIPPING SHARES.

Hongkong, Canton and Macao Steamboat Company.—At the beginning of the year the shares of this Company were on the list at \$137, but owing to the opposition on the Canton river this stock has suffered a decline and the closing quotation is \$128.

The Indo-China Steam Navigation Company, influenced by good freights and profitable sales of steamers to the Japanese, have had, as far as we can see, a very good year—an excellent year in fact, and as no interim dividend has so far been declared the final dividend due in July is expected to be £1 a share at least.

In the beginning of the year the shares stood at \$72 while now they are quoted at \$127 buyers.

Shares of the China and Manila Steamship Company have not attracted much attention this year. In the early part of 1904 these shares were quoted at \$17. They gradually crept up to \$26½, closing with sales at \$21.

The Douglas Steamship Company's shares have not undergone any remarkable change, the rates varying between \$32 and \$38, and closing with buyers at \$33.

"Star" Ferries, which have also shown a very good report for the year and were quoted at \$13½ for old and \$14½ for new buyers at the beginning of the year, are now being quoted at \$10 and \$9 respectively.

With regard to the "Shell" Transport Company's shares, these have been dabbled in to a considerable extent, but the rates have been rather varying. At the beginning of the year they stood at 22½ and now they are quoted at 25½ buyers ex dividend of 1½ per share just declared.

## REFINERY SHARES.

China Sugars have been the medium of large speculative transactions in 1904 and while they stood at \$100 at the beginning of the year, under the influence of reported grand earnings, which are likely to be maintained for so long as beet-sugar keeps up the present high prices, they gradually rose to \$240, closing quiet, however, owing to settlements, at \$237 buyers.

It is freely discussed that the profits of this Company amount to the phenomenal sum of between a million and a quarter and a million and a half during the present year.

The shares of the Luzon Sugar Refining Company have been more or less neglected quantity in the market, although at the close of the year the tendency is firmer. In the early part of the year they were quoted at \$10, fell to \$6 and are now standing at \$17.

## MINING MARKET.

In the case of the Société Française des Charbonnages du Tonkin the stock of these shares have dropped in value. When the year opened, they were quoted at \$600, but they now stand at \$490 nominal. This Company, however, is a steady dividend-paying concern and the prospects as the new year opens are rather favourable.

Raub Australian Gold Mining Company's shares have been the subject of speculation, to some extent, in the course of the year, rising from \$6 to \$7½. The closing week saw sellers at \$4. This was owing to the poor stuff crushed at present by the Company and further news must be awaited regarding the new deep shaft the Company is sinking in conjunction with the Government of the Federated Malay States before anything definite can be said about the future of the Company.

## DOCK, WHARF AND GODOWN SHARES.

At the beginning of 1904, the shares of the Hongkong and Whampoa Dock Company

stood at \$209, creeping up as dividend time approached in August to \$236. The rate has since gradually receded to \$215, at which there are buyers.

There has not been much change in the value of the Hongkong and Kowloon Wharf and Godown Company during the past twelve months. When the year started they were listed at \$95. They rose later on to \$114, closing at \$112. This Company in order to pay off the debentures and the overdraft with the Bank have increased their capital, and the call on the new shares falls due on the 31st of this month.

New Amoy Dock Company's shares were standing at \$38 when the year opened, but owing to the disappointment experienced by the character of the report issued for the year they have been dropping a little and are now quoted at \$27 sellers. The Company's prospects, however, are said to be favourable.

## FARNHAM, ROYD AND CO.

With respect to the shares of S. C. Farnham, Royd & Co., Ltd., the share at the beginning of the year quoted at Tls. 123. They gradually rose in public favour and there was a considerable number of transactions at intermediate rates. Towards the end of September the rate rose to Tls. 120 when Mr. Twentyman's scheme about the sale of the property to a London syndicate became known. Since, however, there appeared to be several obstacles in the way of immediately finding the necessary capital in London, and as some delay in consequence is inevitable, the stock has suffered a reaction. Added to these things is the fact that large quantities of shares had to be thrown on the Shanghai market by people who could not finance the rate, the result in the end being that the market collapsed, until the shares touched Tls. 113. The closing price is somewhat better, the stock being in rather more favour with buyers and it is now quoted at Tls. 165 cash. Time shares are rather higher than the equivalent of the cash rate. Northern advances state that Tls. 173 is offering for March, with no available shares at the moment.

## SHANGHAI AND HONGKONG WHARF.

As far as the Shanghai and Hongkong Wharf Company are concerned, their shares when the year opened were standing at 21½ taels, but the report issued on the working of the Company was not considered satisfactory by the investing public—indeed, the earnings were shown to be considerably smaller than usual—and some trouble was experienced in Shanghai owing to the subsidence of part of the Bund. The immediate result of these difficulties was seen in the falling of the share values. Closing prices, however, indicate that the shares have become a little steadier at 14½ taels cum new issue.

## HONGKONG AND KOWLOON LAND STOCKS.

In the shares of the Hongkong Land Investment and Agency Company, the rates have ranged between \$160 and \$145 during the year, closing with sellers at \$147. Kowloon Land and Building Company's shares have remained more or less unchanged and very little business is being done in this stock owing to the fact that most of the shares are held in firm hands. The closing quotation is \$38½. West Point which at the beginning of the year stood at \$52½ gradually advanced to \$61, closing at \$59. Hongkong Hotel Company's stock was at \$148 when the lists were published in the opening months of the year, but they fell to \$137. They recovered until they were at \$45 and closing prices are \$144. The shares in Humphreys Estate and Finance Company stood at \$11 for old shares when the year commenced. During the year they fluctuated a good deal and close with sellers at \$12½. Shanghai Lands have improved in value, rising from Tls. 106 to Tls. 117.

## COTTON MILLS.

All the Shanghai mills have issued most unsatisfactory reports, and the market has been more or less dead for these stocks. Quotations have varied very little, the closing prices being: Ewo Cotton Spinning and Weaving Company, Tls. 25; Lau-kung-mow Cotton Spinning and Weaving Company, Tls. 30; International Cotton Manufacturing Company, Tls. 25; and Soy Chee Cotton Spinning Company, Tls. 150.

Hongkong Cottons which, when the year opened stood at \$15½, maintained their position fairly well throughout the period, at least up to the end of August, when a reaction set in and the rate fell to \$10. Closing prices are firmer at \$13½.

## FAVOURABLE PROSPECTS.

The stock of the Green Island Cement Company was quoted at \$24½ at the beginning of the year, and it has been largely dealt in. As high as \$34 was paid for shares during the year, the closing price is \$30. The prospects of this Company are said to be very good.

## HONGKONG ELECTRIC COMPANY.

Shares have been in good demand throughout the past twelve months and as the future of the Company is exceedingly bright and promising there may be a further rise in the shares, especially if the Company decide to extend their operations. There is ample room for such in the Colony. In the beginning of the year the old shares stood at \$24 and the new shares at \$7 while now the quotation is \$15 and \$9 respectively.

The shares of the China-Borneo in consequence of a very good balance sheet being presented have risen considerably. When the year started the stock was listed at \$81, but on learning the contents of the balance sheet, buyers entered the market, and raised the rate to the quotation at which it now stands—\$133.

Quotations for Watson & Company's shares have not varied to any great extent. They were \$14½ at the beginning of the year, rose to \$15½ and close at \$13½.

Hongkong Ropes also show an improvement. Beginning at \$14½ they descended to \$140, but the stock is now quoted at \$150 to \$155.

## MISCELLANEOUS.

George Fenwick & Co.'s shares are but seldom dealt in and the quotation does not give evidence of much variation. The highest point touched during the year was \$51 while the present quotation is \$47 sellers.

The Ice Company's shares stood at \$245 when 1904 started, but gradually fell to \$210. They rose again, however, and the closing price for shares in demand is \$255.

The High Level Tramway Co. whose stock began the year with the quotation at \$300 continued steadily at that rate for the greater part of the year, but owing to the threatening opposition which the Company is about to face the market has weakened and the quotation now stands at \$265.

## A MONOPOLY.

The Hongkong Steam Waterboat Company's shares have improved, advancing from \$15½ to \$20 at which they stand. This Company has doubled its original capital for the purpose of taking over the opposition water-boat company run by Lane, Crawford and Company, so that practically speaking the Steam Waterboat Company has a monopoly in Hongkong.

The shares of the China Provident Loan and Mortgage Company have fluctuated between \$9 and \$8½, closing with sellers at \$9½.

For Wankins, Limited, the quotation has varied, ranging between \$7 and \$10 closing with sellers at \$9½.

At the beginning of the year the shares of William Powell, Limited, stood at \$24 and gradually improved to \$28½ cum dividend. The present value is \$24½ ex dividend buyers.

## INCREASES OF CAPITAL.

The following local companies have increased (or are increasing) their capitals:—  
 A. S. Watson & Co., Ltd., to \$900,000 by the creation of 30,000 new shares of \$10 each at a premium of \$1.  
 Humphreys Estate & Finance Co., Ltd., to \$1,500,000 by the creation of 50,000 new shares of \$10 each at par.  
 Dairy Farm Co., Ltd., to £187,500 by the creation of 15,000 new shares of 7½ each with \$6 credited as being paid up.

Hongkong & Kowloon Wharf & Godown Co., Ltd., to \$2,000,000 by the creation of 10,000 new shares of \$20 each at a premium of \$30.  
 Green Island Cement Company, Ltd., to \$1,500,000 by the creation of 50,000 new shares of \$10 each at a premium of \$10.

## NAVAL NOTES.

The following items are from the *N. C. D. News* of 24th inst:—

It will be learnt with much regret that H. M. S. *Iphigelia*, whose captain, officers, and men have made themselves so popular here during their four months' stay, leaves for Hongkong on Tuesday, and is to be relieved by the *Sirius*, Captain Moore. The *Andromeda* has left Wootton Bassett for Weihaiwei, and the *Amphitrite* has arrived there. The British squadron at Weihaiwei leaves that port for Hongkong early next week, only the *Andromeda* remaining as guardship. The *Andromeda* took up with her six Chinese cadets who have been admitted to serve on H. M. ships on this station. It may be noted that these future Admirals with one accord had their queues removed as soon as they received their foreign kit, with which they showed themselves much delighted.

At the request of the Admiralty, the Commonwealth Government has agreed to co-operate in the creation of a new naval coaling station in Australian waters. Goods Island, in Torres Straits, is the spot selected. It is close to Thursday Island, which is the northern sentinel of the Australian Commonwealth from the Northern Pacific. Hitherto most of the coal required for His Majesty's ships in Antipodean waters has been procured from New Zealand, but when this new station is established Australian coal will be largely used.

RECORD SHOOTING.  
 Letters received from the Channel Fleet record some marvellous naval gunnery off Gibraltar. H.M.S. *Cesar*, during her prize firing, beat the world's naval gunnery record, firing 227 rounds and making 149 hits. This was at the rate of 9.45 rounds per minute per gun, with 6.2 hits per minute per gun. The *Cesar* carries 12 six-inch guns and four 12-inch guns. Each six-inch gun was allowed two minutes to fire at a target made of canvas 101 square, the range being 1,000 yards, extending to 1,600 yards. Last year the *Majestic* record of 88 hits with 153 rounds was considered remarkably good, but the previous world's record was held by H.M.S. *Ocean*, with 4.8 hits per minute per gun. Sergt. Wall, Royal Marine Artillery, serving on the *Cesar*, made 18 hits with 22 rounds in two minutes—a world's record. A. B. Layton 17 hits with 18 rounds, and Petty Officer Sherwin 17 hits with 23 rounds. All these are fine performances.

TRAINING SEAMEN GUNNERS.  
 The revised scheme of training seamen gunners is working very well. According to reports received at home from various stations abroad it seems that although the new methods are in their infancy, they are already beginning to effect an improvement in the marksmanship of the fleets. Never, in the history of the Navy, have the targets suffered so much during prize-firing as now. Before long, good shooting will become as natural as indifference, or even bad, shooting has been in the past.

It is interesting to note that, according to the *Naval Annual* for 1901, during the Naval manoeuvres of the previous year, H.M.S. *Minerva* got among a fleet of fishing-boats off the west coast of Ireland, mistook them for torpedo-boats, remained among them for "some hours," considered herself torpedoed, declared herself out of action, and, playing the game in a nobly conscientious spirit, proceeded to Milford to place herself at the disposal of the umpires. During the same manoeuvres, on the same authority, a destroyer is said to have passed at night six friendly battleships, steaming without lights, and to have mistaken them for six torpedo-boats.

## SHIPPING JETSAM.

Incoming steamers from the South state that nothing was seen of the s.s. *Leycester* on the way up, and it is surmised that if still above water, the monsoon must have driven her far south, and out of the beaten track. It was understood in Manila that a second U. S. N. Collier was to be despatched to look for the long over-due vessel.

In view of the many accidents which so frequently occur in this harbour, in which launches either collide with each other or with junks or sampans, it is interesting to learn, through the remarks of a manager of great attainments and experience, that, from a constant study of the method in vogue among the Chinese operating the launches it is abundantly evident that nearly all these accidents are caused by reason of the coxswain not having a proper control of the wheel, and therefore unable to properly and instantly port or starboard his helm as necessity requires. This loss of proper control is directly caused by the fact that, in nearly all the launches plying about the harbour, the coxswains sit down while in charge of the wheel, and thus cannot properly control the helm with that alertness that a sudden emergency requires. From the same source we learn that on one launch in particular, believed to be Lloyd's, the coxswain is never seen sitting down when his boat is under way, and the record of that launch is that it has never met with an accident of any description, although plying about the harbour for many years. The fact that these coxswains do sit with impunity while in charge of the wheel on their boats goes to show that the regulations must be very lax in this direction and looking into it. It would not be marred by any ship's captain on an ocean-going vessel, and in this harbour, so generally crowded with maritime traffic, and thus full of danger, it should be put down with a firm hand.

## TANJONG PAGAR DOCK CO.

## THE PROPOSED EXPROPRIATION.

"The Directors of the Tanjong Pagar Co. have been notified by the Secretary of State for the Colonies that Government intends to expropriate, on terms to be mutually arranged, the property of the Company."

Such is the brief communication from the Managing Director of the Tanjong Pagar Dock Co. received this morning, remarks the *Singapore Free Press* of the 20th inst. Its very brevity adds to the enormous importance of the step to be taken in the near future. The Tanjong Pagar Dock Company is unquestionably the wealthiest industrial concern in the Straits. Not only in capital, subscribed and debenture, but also in potentiality for the good or otherwise of the Settlement of Singapore.

Its acquisition by Government marks a new era, all the developments of which cannot be grasped at once. We may say that all the information available locally is contained in the notification furnished by the courtesy of Mr. Nicholson. Presumably a local Ordinance will have to be passed, settling the terms of the purchase, probably also the method of raising the capital, some of the conditions under which the Government will work this huge commercial concern, whether by Port Trust or otherwise, and the date of the final transfer. Until an Ordinance has been drafted there is little to be said in the way of detail. The first consideration that occurs is: Is this a move by the Imperial Government in order to carry out the improvement of Singapore as an Imperial Naval Base? As secondary base of the highest importance Singapore holds a recognised place in the Empire. It has not got a dock large enough to take in the larger warship, and when the Government owns it, the construction of such an important work is facilitated. So the landing and storing of coal for the Navy—although there has not been any difficulty in that matter lately—will be an important feature from the naval point of view.

We are, however, inclined to look upon the acquisition of Tanjong Pagar as carried out mainly in the interests of the trade of the Colony. We know of no instance where the Imperial Government owns and works so essentially commercial an undertaking as the Tanjong Pagar Dock Company. But there is ample precedent for the suggestion of a local or municipal authority exercising such control; for instance the London Water Trust, and the proposed London Port Harbour authority. Imperial and local interests to a large extent coincide in the question of the Singapore Harbour facilities. It is therefore extremely likely that the Colonial Office would sanction such a procedure in the case of the Singapore Harbour, when the necessary money would be raised by the Colony, and the docks and wharves locally managed. Some very interesting points crop up, to which it is only possible to briefly allude. How will the new regime affect the Matthews Harbour Scheme? We have always held that by itself such could only be considered, even if approved, as part of the whole scheme necessary for dealing with the entire trade of the Port, a point to which Mr. A. Huttenbach recently drew particular and pointed attention. It may be possible for the Government, holding Tanjong Pagar, to do far more for the Port than any scheme hitherto mentioned and certainly do more for trade than the Matthews Scheme, which its warmest supporters have to admit would only serve to benefit the local coasting traffic, if it really did that. But further than this, there comes in the financial problem. If Government has to find ten, twelve or more million dollars to acquire Tanjong Pagar, where will the more than twenty millions wanted for the Mole Scheme come from? We fancy this move on the part of Government put the last nail in the coffin of the Mole Scheme. With broad views and the credit of the Colony to back them, the local trade might easily be provided for by some other scheme than that so universally condemned.

ADMIRERS of the gentle art of self-defence will be pleased to learn, says the *Indian Daily News* (28 Nov.), that Sergeant Smith of the 10th Hussars (who defeated Jack Macauliffe last year) has accepted the challenge of Charlie St. Clair, the American pug and alleged Champion of the Far East. Smith will be in Calcutta, it is said, on 30th November to sign articles for the coming fight, which is to take place on the 16th December for the Championship of India and for a purse of Rs. 5,000 a side. The venue has not yet been fixed, but it will be somewhere on the Maidan. As both men are hard as nails and can take any amount of punishment there is every prospect of a good mill. Immediately articles are signed, both contestants will go into hard training. St. Clair under Mr. Victor Kelly and Smith under Mr. Jasper Lamphier.—*Strait Echo*.—It is understood that St. Clair was knocked out in two rounds.

## To-day's Advertisements.

## FIRE INSURANCE ASSOCIATION OF HONGKONG.

## NEW YEAR HOLIDAYS.

NOTICE is hereby given that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on MONDAY and TUESDAY, the 2nd and 3rd January, 1905, respectively.

By Order,

A. R. LOWE,

Secretary.

Hongkong, 29th December, 1904. [1395]

## HONGKONG JOCKEY CLUB.

## NOTICE.

THE Date of the CLOSING OF ENTRIES for the forthcoming Race Meeting is Postponed until SATURDAY, the 14th January, 1905.

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, 29th December, 1904. [1392]

## To-day's Advertisements.

## THEATRE ROYAL, CITY HALL.

## RETURN OF THE LITTLE FAVOURITES.

## FOR SIX NIGHTS ONLY.

## POLLARD'S LILLIPUTIAN OPERA COMPANY.

## TO-NIGHT (THURSDAY),

## AND TO-MORROW (FRIDAY),

December 29th and 30th,

## "THE LADY SLAVE."

SATURDAY, December 31st, and

MONDAY, January 2nd,

(For the First time in Hongkong),

## "KING DODO."

MATINEE SATURDAY, at 3.30 P.M.,

## "THE LADY SLAVE."

## PRICES AS USUAL.

Box Plans at the ROBINSON PIANO Co.

11, Hongkong, 29th December, 1904. [1350]

## NOTICE TO CONSIGNEES.

## "GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO',

LONDON AND STRAITS.

## THE Steamship

## "GLENLOGAN,"

having arrived from the above Ports, Consignees of Goods by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be stored out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 5th proximo will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. &amp;



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PRIAM"	30th December.
GLASGOW and LIVERPOOL	"WRAICASTLE"	3rd January, 1905.
GLASGOW and LIVERPOOL	"GLAUCUS"	11th January, "
GLASGOW and LIVERPOOL	"AJAX"	16th January, "
GLASGOW and LIVERPOOL	"TYDEUS"	24th January, "
GLASGOW and LIVERPOOL	"PAKLING"	25th January, "
GLASGOW and LIVERPOOL	"IDOMENEUS"	26th January, "
GLASGOW and LIVERPOOL	"PROMETHEUS"	31st January, "

S.S. "PRIAM" left Singapore at daylight on the 24th inst., and may be expected to arrive here about the 30th.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"MOYUNE"	3rd January, 1905.
AMSTERDAM, LONDON & ANTWERP	"HYSON"	17th January, "
* GENOA, MARSEILLES & LONDON	"HECTOR"	20th January, "
AMSTERDAM, LONDON & ANTWERP	"PRIAM"	31st January, "
* GENOA, MARSEILLES & LONDON	"GLAUCUS"	14th February, "
AMSTERDAM, LONDON & ANTWERP	"AJAX"	20th February, "
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	28th February, "

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TYDEUS"	27th January.

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 29th December, 1904.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAKING"	3rd January.
KOBE	"TAIYUAN"	3rd "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	20th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly  
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.M.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 29th December, 1904.

## Hongkong-Manila.

Highest Class, fastest, newest and most luxurious Steamers  
between Hongkong and Manila—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 31st Dec., at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 7th Jan., 1905, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 24th December, 1904.

AMERICAN ASIATIC STEAMSHIP  
COMPANY.FOR NEW YORK via SUEZ CANAL  
(With Liberty to Call at Malabar Coast).  
PROPOSED SAILINGS.

Steamship	About
"RAS ISSA"	20th January, 1905.
"CLAYDALE"	30th January, "

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 29th December, 1904.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

PORTLAND, OREGON,  
OPERATING IN CONNECTION WITH  
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NIGOMEDIA"	4370	Wagner	January 9th, 1905.
"NUMANTIA"	4370	Brehmer	January 31st, "
"ARABIA"	4483	Bahle	February 20th, "
"ARAGONIA"	5198	Schmidt	March 12th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

ALLAN CAMERON, General Agent.

## TSANG FOO &amp; CO.

COAL MERCHANTS AND STEVEDORES,  
46, DES VOGES ROAD.SHIPS Coaled from alongside at the shortest  
notice, and with all possible despatch.  
Prices Moderate. Telephone No. 329.  
Hongkong, 1st October, 1904.

## NOTICE.

BOO CHEONG, of No. 20, Pottinger  
Street, has always on handFIRST-CLASS WRITING AND PRINTING  
PAPERS, AND STATIONERY  
of every variety.

Hongkong, 24th November, 1904.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,  
From 1st January, 1904.ALSO REDUCED FARES TO  
MANILA AND RETURN.STEAMERS fitted throughout with Electric  
Light, First Class Accommodation. Un-  
rivalled Table. Duly qualified Surgeon carried.  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st February, 1904.

## STEAM TO CANTON.

THE New Twin Screw Steamers

Tons	Captain
"KWONG CHOW" 1,309	J. P. MARTIN.
"KWONG TUNG" 1,338	H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every  
Evening (Saturday excepted).  
Leave Canton for Hongkong about 5 o'clock  
Every Evening (Sunday excepted).  
These Fine New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity.Passage Fare—Single Journey ..... \$4  
Meals ..... (Each) 1The Company's Wharf is a Short Distance  
West of the Harbour Master's Office;  
SHIU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.  
Hongkong, 17th February, 1904.

## HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"  
Captain E. J. Page, of 1,088 tons, Registered,  
is the newest, fastest, and most luxuriously fur-  
nished steamer on the line and is lighted  
throughout with Electricity; hot and cold water  
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,  
WEDNESDAY and FRIDAY—EVENING  
at 9 P.M. and returning from Canton every  
following evening at 5 P.M.1st Class ..... \$3.00 for Single Journey.  
2nd ..... 1.50  
Meals ..... 1.00 each.The steamer's wharf is at the Western end  
of Wing Lok Street.YUK ON S.S. CO., LD.,  
No. 216, Wing Lok Street.  
WENDT & Co.,  
Canton Agents.  
Hongkong, 14th June, 1904.

## EXCURSION TO MACAO.

THE splendid Steamer

"YING KING,"  
Captain Page, on EVERY SUNDAY,  
leaving the Company's wharf at the end of  
Wing Lok Street, at 8.30 A.M. and returning  
from Macao at 7.30 P.M.  
The Steamer will lay alongside the S.S.  
"Perseverance" wharf at Macao.FARE:  
1st Class Single Ticket \$2.00, with Cabin \$3.00  
Return ..... \$3.00, ..... \$5.00  
Tiffin and Dinner may be had on Board  
at \$1 each meal.YUK ON & Co., LD.,  
S. A. NORONHA,  
Macao Agent.  
Hongkong, 2nd September, 1904.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI"  
Captain T. AUSTIN, R.N.R.THIS Steamer departs from Hongkong on  
Week Days, at 8 A.M. and on Sun-  
days at 8.30 A.M. Departs from Macao on Week  
Days at 2.30 P.M. and on Sundays at 6.30 P.M.FARES—Week Days, 1st Class, including  
Cabin and servant, Single \$3, Return Ticket,  
\$5; 2nd Class, \$1; 3rd Class, 50 cents.  
Every Sunday will be an Excursion, at the  
following rates—1st and 2nd Class, Single  
Ticket, \$1; Return, \$2; 3rd Class, Single,  
50 cents, Return, 30 cents; Steerage, 10 cents.Tiffin and Dinner can be supplied  
either on Board, or at the Macao Hotel, for  
returning passengers only, at an extra charge  
of \$2.On Sundays, passengers desiring to have a  
Private Cabin which has accommodation for  
two or more passengers, will be charged \$3  
extra.First Class Passengers, who do not care to  
return on the Excursion Sunday, will be allowed  
to do so the following day (Monday) on pro-  
duction of the Return-Half Ticket. Should  
the Steamer not run on the Monday, owing to  
the Boiler cleaning, due notice will be given  
by the Captain, and the Half Ticket will be  
available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the  
Western end of Wing Lok Street.MING ON & Co.,  
2nd Floor, No. 16, Victoria Street.  
Hongkong, 5th November, 1904.REGULAR STEAMSHIP SERVICE  
TO NEW YORK.via PORTS AND SUEZ CANAL,  
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG

1904. About

"SHIMOSA" ..... 30th December.

"GHAZZE" ..... 25th Jan., 1905.

"SATSUMA" ..... 5th Feb., "

For Freight and further information, apply  
toDODWELL & Co., LIMITED,  
Agents.

Hongkong, 27th December, 1904.

## Shipping—Steamers.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship

"LOONGSANG,"  
Captain G. S. Weigall, will be despatched as  
above TO-MORROW, the 30th inst., at 4 P.M.  
This Steamer has Superior Accommodation  
for First-class Passengers, and is fitted through-  
out with Electric Light.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 29th December, 1904.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Company's Steamship

"LAISANG,"  
Captain E. J. Tadd, will be despatched as  
above, on WEDNESDAY, the 4th January, at  
3 P.M.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 28th December, 1904.

## Consignees.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Company's Steamship

"LAISANG,"  
having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.Cargo impeding the discharge or remaining  
on board after 12 o'clock Noon, the 30th  
instant, will be landed at Consignees' risk and  
expense into Godowns at East Point.  
No Fire Insurance will be effected.Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 28th December, 1904.

## AMERICAN ASIATIC STEAMSHIP CO.

## NOTICE TO CONSIGNEES.

FROM NEW YORK, via CAPE OF  
GOOD HOPE.

THE Steamship

"MASSAPEQUA,"  
Captain H. Scott, having arrived from  
the above Ports, Consignees of Cargo are  
hereby informed that their Goods are being  
landed at their risk into the Godowns of the  
Wanchai Stevedoring Co., at Wanchai, and stored  
at Consignees' risk and expense.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 4th January will be  
subject to rent.All broken, chafed and damaged goods are  
to be left in the Godowns where they will be  
examined on the 4th January at 3 P.M.  
No Fire Insurance has been effected.Bills of Lading will be countersigned by  
SHEWAN, TOMES & Co.,  
General Agents.  
Hongkong, 27th December, 1904.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"JAVA,"  
FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by  
mark, and delivery can be obtained as soon as  
the Goods are landed.This vessel brings on Cargo—  
From London, &c., ex S.S. "Marmora."  
Optional Goods will be landed here unless  
instructions are given to the contrary before  
1 P.M. TO-DAY.Goods not cleared by the 31st instant, at  
4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.Damaged Packages must be left in the  
Godowns for examination by the Consignees' and  
the Company's representative at an  
appointed hour.All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.No Claims will be admitted after the Goods  
have left the Godowns.E. A. HEWETT,  
Superintendent.

Hongkong, 24th December, 1904.

NORDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"ROON,"  
of the NORDEUTSCHER LLOYD,  
having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, treasure and Valuables, are being  
landed and stored at their risk into the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Company, Limited, Kowloon, whence  
delivery may be obtained.Optional Cargo will be forwarded unless  
notice to the contrary be given before 1 P.M.  
TO-DAY.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 29th instant, will be  
subject to rent.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on THURSDAY, the 29th instant,  
at 9.30 A.M.All Claims must reach us before the 3rd of  
January, 1905, or they will not be recognised.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the  
Undersigned.NORDEUTSCHER LLOYD,  
MELCHERS & Co.,  
Agents.

Hongkong, 22nd December, 1904.

## Consignees.

S.S. "AUSTRALIEN."  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London  
ex S.S. "Malapan" and "Charante," from  
Havre ex S.S. "Malapan," and from Bordeaux  
ex S.S. "Leroy Lallier," in connection with  
above Steamer, are hereby informed that their  
Goods, with the exception of Opium,  
Treasure and Valuables are being landed and  
stored at their risks into the Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Co., Limited, at Kowloon, whence delivery may  
be obtained immediately after landing.Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before Noon, TO-DAY, requesting it to be  
landed here.Bills of Lading will be countersigned by the  
Undersigned. Goods remaining unclaimed after  
WEDNESDAY, the 4th January, 1905, at Noon,  
will be subject to rent and landing charges.All claims must be sent in to me on or before  
the 4th January, 1905, or they will not be recog-  
nised.All damaged packages will be examined on  
WEDNESDAY, the 4th January, at 3 P.M.

No Fire Insurance has been effected.

L. BRIDOU,  
Acting Agent.

Hongkong, 28th December, 1904.

OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.

## NOTICE.

CONSIGNEES of CARGO per Steamship

## "COPTIC."

The above Steamer having arrived, Consig-  
nees of Cargo are hereby requested to send in  
their Bills of Lading for countersignature, and  
to take immediate delivery of their Goods from  
alongside.Cargo impeding discharge and undelivered  
by FRIDAY, the 30th instant, at Noon,  
will be landed and stored at Consignees' risk  
and expense.

No Fire Insurance will be effected.

E. W. TILDEN,  
Agent.

Hongkong, 27th December, 1904.

## PACIFIC MAIL STEAMSHIP COMPANY.

## NOTICE.

CONSIGNEES of CARGO per Steamship

## "MANCHURIA."

are hereby notified that their Goods are at  
their risk being discharged into Lighters and/or  
landed into our Godowns Nos. 1 and 2, at  
Kennedy Town, (Marine Lot 243), and delivery  
may be had either from Lighters or from our  
Godowns upon countersignature of Bills of  
Lading.Goods remaining unclaimed after the 28th  
instant will be subject to rent.All Claims must be sent in to me on or  
before the 31st instant or they will not be  
recognised.

No Fire Insurance has been effected.

E. W. TILDEN,  
Agent.

Hongkong, 27th December, 1904.

BRITISH INDIA STEAM NAVIGATION  
COMPANY, LIMITED.

## FROM RANGOON AND STRAITS.

THE Company's Steamship

"PALAMCOTTA,"  
having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.Cargo impeding the discharge or remaining  
on board after 12 o'clock Noon, the 26th instant,  
will be landed at Consignees' risk and expense  
into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 24th December, 1904.

FROM HAMBURG, ANTWERP, PENANG  
AND SINGAPORE.

THE H. A. L. Steamship

"SITHONIA,"  
Captain Hildebrandt, having arrived from the  
above Ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned and to  
take immediate delivery of their goods from  
alongside.Optional Cargo will be forwarded unless notice  
to the contrary be given before TO-DAY.Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Limited,  
and stored at Consignees' risk and expense.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 30th instant will be  
subject to rent.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 30th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,  
Hongkong Office.

Hongkong, 23rd December, 1904.

## "BARBER" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

THE STEAMSHIP "SATSUMA,"  
FROM NEW YORK.CONSIGNEES of Cargo are hereby informed  
that all Goods are being landed at their  
risk into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Ltd.,  
at Kowloon, whence and/or from the wharves  
delivery may be obtained.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 28th instant will be  
subject to rent.All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the  
31st instant, or they will not be recognised.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 28th instant at 3 P.M.  
No Fire Insurance has been effected.Bills of Lading will be countersigned by  
DODWELL & Co., LIMITED,  
Agents.



## Shipping.

**Arrivals.**  
 Jacob Diederichsen, Ger. s.s. 623, B. Olsen, 28th Dec.,—Batavia 27th Dec., Gen.—J. & Co.  
 Telemachus, Br. s.s. 1,311, J. Williamson, 28th Dec.,—Saigon 22nd Dec., Rice and Gen.—J. & Co.  
 Baron Eldon, Br. s.s. 2,385, J. Ulstrom, 28th Dec.,—Rangoon 5th Dec., Rice—Order.  
 Acoi, Br. s.s. 2,785, C. E. Cox, 28th Dec.,—Mororan 17th Dec., Coal—D. & Co., Ltd.  
 Dr. Hans Jurg Kier, Nor. s.s. 691, H. E. Larsen, 28th Dec.,—Manila 24th Dec., Ballast—E. A. T. & Co.  
 Seaward, U.S. transport, 350, Croskey, 28th Dec.,—Manila 24th Dec.  
 Whampoa, Br. s.s. 1,109, A. Partridge, 28th Dec.,—Shanghai 25th Dec., Gen.—B. & S.  
 Shimosa, Br. s.s. 2,699, Chaplin, 28th Dec.,—Shanghai 25th Dec., Gen.—D. & Co., Ltd.  
 Kwo kang, Br. s.s. 1,428, P. M. B. Lake, 29th Dec.,—Canton 28th Dec., Gen.—J. M. & Co.  
 Hsieh Ho, Ch. s.s. 1,878, Crawford, 29th Dec.,—Canton 28th Dec., Gen.—C. M. S. N. Co.  
 Toonah, Ch. s.s. 942, A. H. Best, 29th Dec.,—Canton 28th Dec., Gen.—C. M. S. N. Co.  
 Hanyang, Br. s.s. 1,206, McIntosh, 29th Dec.,—Wuhu 23rd Dec., and Chinkiang 24th, Rice and Oil—B. & S.  
 Kweilin, Br. s.s. 1,072, Brymer, 29th Dec.,—Wuhu and Chinkiang 24th Dec., Gen.—B. & S.

## Clearances at the Harbour Office.

**Tak Hing**, for West River.  
**San Cheong**, for Canton.  
**Sithoua**, for Yokohama.  
**Johanna**, for Swatow.  
**Baron Eldon**, for Yokohama.  
**Kwongtung**, for Swatow.  
**Asping**, for Canton.  
**Hoi Ho**, for West River.  
**Taiwan**, for Shanghai.  
**Kwongtung**, for Canton.  
**Hanyang**, for Canton.  
**Toonah**, for Shanghai.  
**Hallur**, for Swatow.  
**Wingchai**, for Macao.  
**Clavering**, for Moji.  
**Jacob Diederichsen**, for Hoihow.  
**Hoi Ping**, for Haiphong.  
**Chan On**, for West River.  
**Ping On**, for Sha-tsing.

## Departures.

**Hatching**, for Swatow.  
**Clavering**, for Moji.  
**Dunav**, for Kutchinotou.  
**Kashin**, for Kobe.  
**Masuyama**, for Shanghai.  
**Tingyong**, for Canton.  
**Hanyang**, for Canton.  
**Toonah**, for Shanghai.  
**Kwongtung**, for Shanghai.  
**Jacob Diederichsen**, for Hoihow.  
**Bourbon**, for Saigon.  
**Taiwan**, for Shanghai.  
**Whampoa**, for Canton.  
**Kweilin**, for Canton.  
**Hanyang**, for Canton.

## Passengers arrived.

Per **Telemachus**, from Saigon—231 Chinese.  
 Per **Rubi**, from Manila—Mr. E. S. Wheeler, Miss Hunter, Mr. James Ellis, Mrs. E. S. Wheeler, Messrs. McLaren, Wong Hoi Kam, Miss Huff, Mrs. A. B. Wise, Miss Cotton, Mr. A. B. Wise, Mr. Otto Rault, Miss Padlock, Mr. and Mrs. J. E. Ayer, Messrs. E. R. Pierce, Alexander Janssens, and 106 Chinese.  
 Per **Australian**, from Hongkong, from Marquette—Messrs. J. E. Ayer and A. G. Passmore, from Colombo—Mr. K. Eduljee, via From Singapore—Messrs. Mess and Argyll Robertson, from Saigon—Rev. Father Mathew, Misson, Helleo and Keller, and Mr. Wilden. For Shanghai from Marquette—Mr. and Mrs. Besse Desmouliere and children, Mrs. Vera Bronzine and son, Mr. Thollet, Rev. Carlo Cesoli and 2 Fathers, Mr. and Mrs. Trouillet, Mrs. Delval, Messrs. Galt and Dierard, from Colombo—Mrs. Goldstein and 2 children, and Mr. Bardard. From Singapore—Messrs. W. Lago, J. Spitzel, D. Spitzel and M. Spitzel. From Saigon—Messrs. Mascarello, Calvez, Legall, Loran, Coulon, Choudron and Carpeaux. For Yokohama from Marquette—Mr. and Mrs. Brucke, Messrs. Koenigsberg, Marignol and Neubauer, Sisters Renee and Stephanie. From Djibouti—Mr. Melville. From Singapore—Messrs. Brabrook and F. B. Barker. Per **Whampoa**, from Shanghai—Mr. Rinberg.

## Passengers departed.

Per **Australian**, for Shanghai—Messrs. Pein Iron, F. O. Ranney, E. H. Melbye, Chap. Iburg, Miss Turner, Messrs. S. Norchouse, James A. Barr, Mrs. Carmen Louver, Messrs. Rosine Rosenfeldt, Esawin and John Carvadas. For Kobe—Mr. V. Ascoli, and 6 Japs. For Yokohama—Messrs. Argyh. Robertson and Ebrahim Abdoolrasool.  
 Per **Athenian**, for Vancouver, &c.—Mr. and Mrs. T. Gray, Lord Kilmarnock, Messrs. C. T. Tuck, Jas. Frederickson, E. F. Fradgley, Mr. and Mrs. Von Ravens, Mrs. H. Maud, Messrs. E. Suhara, Gudge, P. L. Miller, G. E. Hedde, Miss Engenia Pasty, F. B. English, Sin Po Yung, T. Oka, Mr. and Mrs. S. Yamamoto and 2 children.

## Vessels in Port.

**Arrivals.**  
 Ailsacraig, Br. s.s. 2,466, A. D. Moody, 27th Dec.,—Moji 21st Dec., Coal—M. B. K.  
 Agincourt, Br. s.s. 2,876, Worsnop, 3rd Oct.,—Hainan 1st Oct., Ballast—Order.  
 Ardora, Br. s.s. 2,270, Smith, 27th Dec.,—Moji 21st Dec., Coal—M. B. K.  
 Belgian King, Br. s.s. 2,353, J. Hayton, 2nd Dec.,—Moji 23rd Nov., Coal—B. & Co.  
 Chowia, Ger. s.s. 1,053, G. Spiesen, 25th Dec.,—Bangkok 17th Dec., Gen.—B. & S.  
 Coptic, Br. s.s. 2,744, R. Lobes, 25th Dec.,—San Francisco 26th Nov., Honolulu 3rd Dec., Yokohama 17th, Kobe 19th, Nagasaki 20th, and Shanghai (Wooing) 23rd, Mail and Gen.—O. & O. S. Co.  
 Elie, Ger. s.s. 901, J. Petersen, 27th Dec.,—Haiphong and Hoihow 26th Dec., Rice—J. & Co.  
 Empress of China, Br. s.s. 3,046, E. Beatham, 25th Dec.,—Vancouver, B.C., 28th Nov., and Shanghai 18th Dec., Mail and Gen.—C. E. R. Co.  
 Gisela, Aust. s.s. 2,460, G. Damjanovich, 28th Dec.,—Kobe and Shanghai 24th Dec., Gen.—S. W. & Co.  
 Hainan, Br. s.s. 1,183, J. S. Roach, 28th Dec.,—Fochow 25th Dec., Amoy 26th, and Swatow 27th, Gen.—D. L. & Co.  
 Hanyang, Br. s.s. 1,356, S. Wilde, 28th Dec.,—Shanghai via Swatow 24th Dec., Gen.—J. M. & Co.  
 Holstein, Ger. s.s. Joh. Chr. Hansen, 27th Dec.,—Haiphong 25th Dec., Rice—J. & Co.  
 Hue, Fr. s.s. 705, Godineau, 27th Nov.,—Haiphong and Hoihow 26th Nov., Gen.—A. R. M.  
 Indravelli, Br. s.s. 3,215, S. Collington, 28th Nov.,—Shanghai 24th Nov., Ballast—J. M. & Co.  
 Inkum, Br. s.s. 3,074, E. S. Pearne, 23rd Dec.,—Durban 26th Nov., Ballast—G. L. & Co.

**Kohsichang**, Ger. s.s. 1,292, C. Gosewisch, 27th Dec.,—Bangkok 17th Dec., Rice and Timber—D. & S.  
 Laing, Br. s.s. 3,450, E. J. Tadd, 27th Dec.,—Calcutta 10th Dec., Penang and Singapore 20th Dec., Gen.—J. M. & Co.  
 Loongsang, Br. s.s. 1,091, G. S. Weigall, 26th Dec.,—Manila 23rd Dec., Gen.—J. M. & Co.  
 Machow, Ger. s.s. 987, Hajtes, 27th Dec.,—Bangkok 19th Dec., Rice—B. & S.  
 Mausang, Br. s.s. 1,644, S. J. Payne, 22nd Dec.,—Sandakan 17th Dec., Timber—J. M. & Co.  
 Phu Yen, Fr. s.s. 1,299, Ducroiset, 17th Dec.,—Sourabaya 5th Dec., Sugar and Groundnuts—B. & Co.  
 Rubi, Br. s.s. 1,611, R. W. Almond, 28th Dec.,—Manila 24th Dec., and Amoy 27th, Gen.—S. T. & Co.  
 Sishan, Br. s.s. 869, Stringer, 27th Dec.,—Shanghai 21st Dec., Gen.—Master.  
 Sihonia, Ger. s.s. 4,238, Th. Hildebrandt, 23rd Dec.,—Singapore 15th Dec., Gen.—H. A. L.  
 Stanley Dollar, Br. s.s. 1,857, J. Bruce, 3th Dec.,—San Francisco 31st Oct., Flour—A. K. & Co.  
 Tetartus, Ger. s.s. 1,578, J. Desler, 14th Dec.,—Kuchinotou 9th Dec., Coal—S. & Co.  
 Tungchow, Br. s.s. 907, Parkis, 23rd Nov.,—Shanghai 20th Nov., Ballast—Order.

## SAILING VESSELS.

Acme, Am. 4-masted ship, 2,937, W. Lellin, 10th Dec.,—Kobe 9th Dec., Gen.—S. O. Co.  
 Ancines, Br. sq. 1,700, Salter, 26th Nov.,—Fremantle 20th Dec., Sandalwood—Order.  
 Geo. T. Hay, Br. ship, 1,470, E. Spicer, 20th Dec.,—Cebu 26th Nov., Ballast—A. K. & Co.  
 Prince Robert, Br. 4-masted ship, 2,555, Hansen, 22nd Nov.,—New York 9th July, Kerosine—S. O. Co.  
 Tarang, Am. sch. 72, Probst, 13th Dec.,—Yap (Caroline Island) 4th Dec., Beche-de-Mer—Mr. G. P. Lammett.

## Steamers Expoted.

Vessels	From	Agents	Due
Korea	Japan	P. M. Co.	Dec. 30
Arcaida	Singapore	H. A. L.	Dec. 31
Coromandel	Singapore	P. & O. Co.	Dec. 31
Deucalion	Moji	B. & S.	Dec. 31
Nippon	Japan	E. & A. Co.	Jan. 1
Friholt	Coast Forts	D. S. K.	Jan. 1
C. Ancar	Canton	S. S. Co.	Jan. 1
Seydlitz	Japan	M. & C.	Jan. 3
Bucantur	Singapore	M. & C.	Jan. 3
Bayera	Singapore	M. & C.	Jan. 5
Emp. of India	Vancouver	C. P. R. Co.	Jan. 16
Nunamla	Portland	C. P. R. Co.	Jan. 23
Tartar	Vancouver	C. P. R. Co.	Jan. 27

## Hongkong &amp; Whampoa Dock Returns.

U.S.S. Fathomer ... at Kowloon Dock.  
 Agincourt ... " " "  
 Hu ... " " "  
 Indravelli ... " " "  
 Empress of China ... " " "  
 S.M.S. Sperber ... " " "  
 D. H. J. Kiefer ... " " "  
 Oscar II ... " " "  
 Aberdeen

## Last Office

A Mail will close for—  
 Canton—Per **Fathomer**, 30th Dec., 7:30 A.M.  
 Macao—Per **Wingchai**, 30th Dec., 7:30 A.M.  
 Swatow, Amoy and Fochow—Per **Haitan**, 30th Dec., 9 A.M.  
 Singapore, Colombo and Bombay—Per **Gisela**, 30th Dec., 11 A.M.  
 Bangkok—Per **Ch. rufu**, 30th Dec., 11 A.M.  
 Chinkiang—Per **Phu Yen**, 30th Dec., 11 A.M.  
 Haiphong—Per **Holstein**, 30th Dec., 1 P.M.  
 Macao—Per **Neungshin**, 30th Dec., 1:45 P.M.  
 Shanghai—Per **Likang**, 30th Dec., 3 P.M.  
 Manila—Per **Loongsang**, 30th Dec., 3 P.M.  
 Canton—Per **Hainan**, 30th Dec., 5 P.M.  
 Haiphong—Per **Elie**, 30th Dec., 5 P.M.  
 Kongmoon, Kumchuk, Samshui, Shiohing, Takking and Wuchow—Per **Sinut**, 30th Dec., 5 P.M.  
 Nantian—Per **Taiwan**, 30th Dec., 5 P.M.  
 Sanhue—Per **Hoi Fu**, 30th Dec., 5 P.M.  
 Canton—Per **Empin**, 31st Dec., 7:30 A.M.  
 Macao—Per **Wingchai**, 31st Dec., 7:30 A.M.  
 Manila—Per **Rubi**, 31st Dec., 9 A.M.  
 Europe & India—Per **Empress of China**, 31st Dec., 11 A.M.  
 Macao—Per **Neungshin**, 31st Dec., 1:45 P.M.  
 Nantian—Per **Taiwan**, 31st Dec., 5 P.M.  
 Sanhue—Per **Hoi Fu**, 31st Dec., 5 P.M.  
 Canton—Per **Kinchuan**, 1st Jan., 9 A.M.  
 Kobe—Per **Taiwan**, 3rd Jan., 9 A.M.  
 Manila—Per **Taiwan**, 3rd Jan., 9 P.M.  
 Europe & India—Per **Empress of China**, 1st Jan., 11 A.M.  
 Singapore, Penang and Calcutta—Per **Laiang**, 4th Jan., 2 P.M.  
 Manila—Per **Zafra**, 7th Jan., 9 A.M.  
 Europe & India—Per **Empress of China**, 11th Jan., 11 A.M.  
 Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per **Taiwan**, 10th Jan., 3 P.M.

## CHRISTMAS AND NEW YEAR'S PARCELS.

Parcels for the United Kingdom via Gibraltar posted before 3 p.m. on Friday, the 4th November, are due in London about the 11th December, and those posted before 3 p.m. on the 18th of November are due in London on Christmas morning.  
 With an additional fee of 60 cents parcels may be sent via Brindisi, and if posted before 3 p.m. on the 18th of November would accompany the letter mail, which is due in London on the 19th of December. Parcels intended for New Year's delivery should also be forwarded by the mail of the 18th of November, as the mail per **Chusan**, which leaves here on the 17th of December is not due in London till the 8th of January via Gibraltar, and the 2nd of January via Brindisi. The rates of postage on ordinary parcels are as follows:—  
 For a parcel not exceeding 3 lbs. in weight 60cts.  
 " " " " " " " " 7lbs. " 1.20cts.  
 " " " " " " " " 11lbs. " 1.80cts.  
 All parcels containing jewellery or any article of gold or silver must be insured, all insured parcels must be sealed. The seals must bear the impression of a device or private mark. Colors must not be used for sealing purposes.  
 Attention is called to page 5 paragraph 50 of the Hongkong Postal Guide which has reference to the stamping and posting of Christmas and New Year Cards.  
 Cards which are sealed or forwarded in closed covers with the corners cut off or with notched ends will be treated as letters and cannot be forwarded at Book Post rate.

## VISITORS AT THE HOTELS.

## HONGKONG.

Along, Mr. and Mrs. Kempf, H. H. A. I.  
 Anderson, Mr. and Mrs. Lemon, T. W. R.  
 Ascoli, Mrs. V. L. Macdonald, D.  
 Babbitt, U.S.A. Major Mackie, C. Gordon  
 and Mrs. E. B. Marriot, Dr. C. M.  
 Barillon, P. Merrill, Dr. Miss  
 Bevis, Mrs. H. M. McAnan, T. P.  
 Bevis, Miss C. and maid Miles, E. T.  
 Bingham, Mr. and Mrs. Moir, K.M., Lt. and Mrs.  
 T. E. and child  
 Birbeck, R. J. Moon, Mr. and Mrs. R. M.  
 Bisney, Mr. and Mrs. S. Murken, Miss  
 Bissell, W. S. Newell, S. G.  
 Blair, D. K. Newington, A. G.  
 Boggan, Mr. and Mrs. Patte, Mrs. J. A.  
 and infant Perkins, Mr. and Mrs.  
 Bonner, E. T. L.  
 Bothwick, R. W. Preston, Mr. and Mrs.  
 Bothwick, Mrs. R. W. Puddupha, W. T.  
 and child Quinn, Jas.  
 Brinkhoff, Miss Rallion, W. F.  
 Croughall, L. Ranney, Mrs. F. O.  
 Clark, Dr. F. R. Rault, O.  
 Clark, W. G. Rayner, F. S.  
 Clothier, A. N. Rice, P. F.  
 Cotton, Miss Roach, Mrs. J. S. and  
 Corderoy, G. child  
 Cunningham, G. Robertson, W. R.  
 Davies, F. O. Rutherford, N. H.  
 Davies, Mrs. J. T. Sagar, J.  
 Deacon, F. B. Bayle, R. T. D.  
 Dean, G. Schmidt, W. E.  
 Douglas, Capt. and Mrs. J. Shaw, F.  
 Downing, Mr. and Mrs. Scott, C.  
 T. C. Somerville, Geo.  
 Dux, R. Soper, C. H.  
 Edwards, G. H. Spitzel, J.  
 Emerson, A. Spitzel, M.  
 Fisher, H. G. Springer, M. E.  
 Foster, Dr. A. F. Stein, A. L.  
 Freeman, Dr. W. P. Stewart, C.  
 Frege, Mr. and Mrs. A. Stringer, Mrs. S. R.  
 Glover, C. Sullivan, O.  
 Grant, A. W. Sewell, Mrs. M. R. and  
 Grant, J. maid  
 Gray, H. C. Thomas, C. B.  
 Hall, Capt. T. Thomson, Dr. J. C.  
 Hamron, J. Trinnell, W. D.  
 Harding, R. Vail, F. R.  
 Hardy, Mrs. C. S. Vetch, F.  
 Harris, Capt. F. Wakefield, Mrs. S. Miss  
 Harris, Jr., U.S.A. Lt. Weyless, J. L.  
 H. L. Whitton, Mrs. A. M.  
 Howitt, J. G. F. child and infant  
 Hurst, R. N., Engineer. Williamson, A.S.C., Maj.  
 Capt. Windsor, D. H.  
 Icelly, Rev. F. Wike, Mr. and Mrs. A. B.  
 Jenks, Mr. and Mrs. J. Wood, Philip  
 H. L. Woolmer, Mr. and Mrs.  
 Jones, Mrs. M. M. Ross, Mr. and Mrs.  
 Jones, Mr. and Mrs. P. Wright, Mr. and Mrs.  
 N. H. Alex. and family  
 Katsch, E. A. Young, W. S. Gordan

## KING EDWARD.

Ayer, Mr. and Mrs. Kienne, Mrs.  
 Edward E. and maid Klejensjuter, Lieut.  
 Bennett, A. Kofod, Capt. F.  
 Brindle, Ernest Kraij, G.  
 Coleaux, Mr. Lugebi, V.  
 Deinat, Capt. May, Alfred J.  
 Drayson, Mr. and Mrs. May, Ernest A. G.  
 M. J. Reice, Mr. and Mrs. Thos.  
 F. J. James  
 Hammer, Thos. A. Ross, Mr. and Mrs.  
 Jackson, Mrs. & child Alex. and family  
 Jameson, J. Watt Rust, Mr. and Mrs.  
 Jameson, Mrs. J. W. Shepherd, Bruce  
 Kienne, F. Steager, O.

## CONNAUGHT.

Bell, Mrs. J. D. W. Howard, E.  
 Cameron, J. D. W. Hughes, Mr. and Mrs.  
 Christie, Mr. and Mrs. D. Jackson, T. B.  
 Clegg, Engr.-Lt. and Macmillan, A. C.  
 Mrs. McAuliffe, J.  
 Crespi, M. Parker, W. T.  
 Dux, Mr. Pye, Mr. and Mrs. H. Robinson, Douglas  
 F. R. M. P. M. Reeves, Miss M.  
 Fabrice, Mr. and Mrs. J. Sellers, F.  
 child and nurse Spriggs, C. W.  
 Ferrets, Mr. Templeman, C.  
 Hopkins, W. Webb-Bowen, J.

## PEAK.

Atkinson, R. D. Maxon, Mr. and Mrs.  
 Beattie, M. H. Herbert  
 Bendorick, Capt. and Mrs. Muellie, Consul E.  
 child and Mrs. O'Neil, J. Hough  
 Benteley, Mrs. Ormiston, Major and  
 Mrs. Parker, R.N. A. R.  
 Boyle, Lady and maid Brown, Col. F. L.  
 Brown, Mrs. L. F. Parker, Mrs.  
 Brown, Miss Ethel Pollock, C.K. Mr.  
 Chapman, A. Poston, Mr.  
 Chichester, Major and Robert A. E.  
 Mrs. A. E. Sawyer, Mrs.  
 Courtney, G. Smith, C. W.  
 Darling, Col. Smith, A. Findlay  
 David, A. J. Smith, Mr. and Mrs.  
 David, Jr. Mr. Spackhaver, W. U. C.  
 Dixon, Mr. Stevenson, D.  
 Dymock, Lieut. A. Stokes, Mr.  
 Gales, Capt. Stoppa, Mr.  
 Grant, A. R. Story, Mr.  
 Hardy, R.N., Capt. Stun, Mr.  
 Hardy, Mrs. E. C. Thompson, Mr. and Mrs.  
 Hassan, Mr. W.  
 Hayter, Col. Watkins, R.E., Capt.  
 Hazell, F. A. and Mrs.  
 Holborow, Mr. Watson, Mr. and Mrs.  
 Hudig, D. M.  
 Jelfies, H. U. Wenborn, B. T.  
 Joseph, Mr. and Mrs. White, Dr. and Mrs.  
 Josling, Major C. L. M. J.  
 Kymor, Mr. and Mrs. Yates, Mr. and Mrs. C. C.  
 Lang, Mr. Martin, R.

## CRAIGIEBURN.

Bird, Mr. and Mrs. L. G. Smith, E. Grant  
 Clark, J. Smith, Mr. and Mrs.  
 Gann, G. H. Grant  
 Gaskell, Mr. and Mrs. Southam, Mr. and Mrs.  
 Lauder, P. and child  
 Morrell, G. E. Webb, Mr. and Mrs.  
 Nicholls, E. A. Montague  
 Riadore, R.N., Lieut. Woodward, Mr. and Mrs.  
 Commander & Mrs. and children

## OCCIDENTAL.

Bands, F. Loias, Mr. and Mrs.  
 Brown, Mr. T. C. and daughter  
 Chandler, Lieut. Mathies, P.  
 Fries, Mr. Munro, Miss A.  
 Furth, H. Nest, V.  
 Guelin, C. N. Reichel, W.  
 Key, Dr. Rohor, Capt. W.  
 Lloyd, Mr. and Mrs. Roth, Dr.  
 and child Twyne, Mrs.  
 Wernap, Capt.

## KOWLOON.

Bennett, W. C. Rowe, Mrs. W. E. and  
 Heriot, R.M.S., Capt. child  
 Mackay Stevenson, Lt.-Col. and  
 Mackay Mrs.  
 Mackay Capt. and Mrs. Thompson, Major and  
 Mackay Mrs. G. S.  
 Mitchell, Mr. Watson, Mr. and Mrs.  
 Newman, Mr. and Mrs. W. H.  
 W. K. Weekley, Mr.  
 Stevenson, Lt.-Comdr.

## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME	CLASS	TONS	GUNS	H.P.	CAPTAIN	LAST REPORTED AT
Alacrity	despatch-vessel	1,700	4	3,000	Commander Harbord	Hongkong
Albion	battleship, 1st class	14,950	16	13,500	Captain Sydney R. Fremantle	Hongkong
Algerine	ship	—	—	—	Reserve	Hongkong
Amphitrite	cruiser, 1st class	11,000	16	18,000	Captain Charles Windham, C.V.O.	Wei-hai-wei
Andromeda	cruiser, 2nd class	11,000	16	16,000	Captain R. Nelson O'Malley	Shanghai
Astraea	gunboat, 1st class	4,350	10	7,000	Captain Lionel G. Tufnell	Singapore
Bramble	gunboat, 1st class	—	—	—	Reserve	Hongkong
Britomart	battleship, 1st class	10,500	14	13,000	Reserve	Hongkong
Centurion	water tank and tug	300	—	500	Captain Fegan	Wei-hai-wei
Cherub	tortoise boat destroyer	306	6	5,700	—	Hongkong
Clory	battleship, 1st class	14,950	16	13,500	Lieut. Commander C. Asse	Hongkong
Hardy	tortoise boat destroyer	275	6	4,000	Captain Hon. Stoford	Hongkong
Hart	tortoise boat destroyer	275	6	4,000	—	Hongkong
Himabur	storeship	1,640	—	800	—	Wei-hai-wei
Iphigenia	cruiser, 2nd class	3,600	8	7,000	Lieut. P. M. Riadore	Hongkong
Janus	tortoise boat destroyer	280	6	3,900	Captain William B. Fawcett	Shanghai
Kinsha	river gunboat	34	2	—	Lieut. Commander J. A. Gregory	Wei-hai-wei
Moorean	river gunboat	180	4	800	Lieut. Commander G. B. Powell	Yangtze
Ocean	tortoise boat destroyer	12,950	16	13,500	Lieut. Commander F. B. Noble	West River
Otter	ship	350	6	5,300	Captain T. G. Greet	Wei-hai-wei
Phoenix	surveying-vessel	835	6	650	Reserve	Hongkong
Rambler	ship	85	2	240	Commander C. E. Monro	Labuan
Rubin	ship	98	2	1,400	Lieut. Commander Robert E. Vaughan	West River
Rosario	river gunboat	85	2	240	Commander G. W. Vivian	Hongkong
Sandpiper	cruiser, 2nd class	3,600	8	7,000	Lieut. Commander H. T. Atlay	West River
Sirius	river gunboat	85	2	7,000	Captain C. H. H. Moore	Wei-hai-wei
Salpa	tortoise boat destroyer	250	6	4,500	Lieut. Commander Davidson	Yangtze
Taku	receiving ship	4,650	6	—	Lieut. Q. Crawford	Hongkong
Tamar	river gunboat	180	2	800	Commodore Ticken	Hongkong
Teal	cruiser, 2nd class	3,400	8	9,000	Lieut. Commander E. V. Dugmore	Yangtze
Thetis	coast defence gunboat	363	3	400	Captain J. A. C. Wilkinson	Hongkong
Twined	battleship, 1st class	12,950	16	13,500	Lieut. Commander R. H. Keate	Hongkong
Vengeance	tortoise boat destroyer	355	6	6,300	Captain Leslie Stuart, C.M.G.	Hongkong
Virago	surveying ship	620	4	450	Lieut. Commander Ernest C. Hardy	Hongkong
Waterwitch	tortoise boat destroyer	360	6	5,900	Lieut. Commander H. M. Wells	Hongkong
Whiting	river gunboat	150	2	550	Lieut. Commander Hugh Somerville	Yangtze
Woodcock	river gunboat	150	2	550	—	Yangtze
Woodlark	river gunboat	150	2	550	—	Yangtze

\* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.  
 † Flag of Rear Admiral the Hon. A. G. Couston-Howe, C.B., C.M.G.

## FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT
Achéron	armoured gunboat	1,796	10	1,700.	Lieut. Ferret	Salgon
Argus	river gunboat	123	—	500	Lieut. Jeannel	Canton
Aspie	gunboat	475	3	450	Lieut. Grellier	Salgon
Avalanche	river gunboat	140	5	150	—	Haiphong
Balonnette	river gunboat	—	—	150	—	Salgon
Carnade	river gunboat	—	—	150	Lieut. Hue	Salgon
Casse-tête	river gunboat	140	5	150	—	Salgon
Châteaurenault	protected cruiser	8,018	18	1,700.	Captain Prat	Salgon
Comète	gunboat	525	4	438	Lieut. Merveilleux du Vignaux	Krat (Siam)
D'Assas	armoured cruiser	4,000	31	9,500	Captain Allaire	Baie d'Along
Décidées	gunboat	645	10	1,000	Lieutenant L'Éost	Baie d'Along
Descartes	cruiser	3,985	14	5,500	Commander Amet	Salgon
Estoc	river gunboat	393	7	6,300	Lieut. Mère	Haiphong
Francisque	destroyer	393	7	303	Lieut. Coton	Salgon
Fronde	destroyer	350	7	303	Lieut. Jehenne	Salgon
Guydon	armoured cruiser	9,376	7	20,200	Capt. Goudot	Haiphong
Henri Rivière	river gunboat	—	—	—	Lieut. Porrier	Baie d'Along
acquin	river gunboat	200	6	308	Lieut. Corlyeur	Haiphong
aveline	destroyer	397	7	300	Lieut. Beaussant	Haiphong
Cersaint	cruiser	1,250	7	2,200	Commander Simon	Haiphong
Cynx	sub-marine	—	—	—	Armbruster	Chemulpo & Shanghai
dontcalm	armoured cruiser	9,700	12	19,600	Capt. Duval	Salgon
fousquet	destroyer	397	7	6,300	Lieut. Prat	Salgon
Jiry	river gunboat	—	—	—	Lieut. Audemard	Haiphong
Jeune	cruiser	4,015	27	8,500	Commander Chevalier	Quangking
Elbo	gunboat	—	—	—	Lieut. d'avisserie	Colono
Intégral	destroyer	397	7	6,300	Lieut. de Reinach-Werth	Tongku
Intégral	destroyer	397	7	6,300	Lieut. Clément	Haiphong
redoubtable	battleship, reserve	9,437	8	9,071	Commodore C. P. M. Poiditou	Salgon
abre	destroyer	—	—	—	Lieut. Lehall	Salgon
Argus	armoured gunboat	1,796	10	11,700	Capt. Dupriez	Salgon
Argus	armoured cruiser	10,014	3	20,000	Capt. Gubricheu	Salgon
Argus	gunboat	629	2	500	Lieut. Roque	Nha-Trang (Annam)
Argus	river gunboat	—	—	—	—	Shanghai & Yangtze
Argus	destroyer	350	6	—	Capt. Terquenn	Upper Yangtze
Argus	battleship, reserve	6,150	23	4,560	—	Salgon
Argus	river gunboat	123	7	500	Lieut. Brugnon	Salgon



